

CHINA:
IMPERIAL MARITIME CUSTOMS.

I.—STATISTICAL SERIES: No. 6.

DECENNIAL REPORTS

ON THE

**TRADE, NAVIGATION, INDUSTRIES, ETC., OF THE PORTS OPEN
TO FOREIGN COMMERCE IN CHINA,**

AND ON THE

**CONDITION AND DEVELOPMENT OF THE TREATY PORT PROVINCES,
1892-1901,**

WITH MAPS, DIAGRAMS, AND PLANS.

SECOND ISSUE.

Vol. II.—SOUTHERN PORTS, WITH APPENDICES.

Published by Order of the Inspector General of Customs.

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NOTE.

THE average exchange value of the HAIKUAN TAEI in 1892 and 1901 was as follows :—

	1892.	1901.
In English money	4s. 4½d.	2s. 11½d.
" American " Gold	\$1.07	\$0.72
" French " Francs	5.49	3.73
" German " Marks	4.44	3.02
" Indian " Rupees	3.00	2.22
" Mexican dollars	\$1.54	\$1.52

THE following tables show the CHINESE WEIGHTS AND MEASURES with the approximate equivalence of the standards adopted by the Imperial Maritime Customs :—

WEIGHT.

10 Li, 釐	= 1 Fēn.	
10 Fēn, 分 (Candareen)	= 1 Ch'ien.	
10 Ch'ien, 錢 (Mace)	= 1 Liang	= { 583.3 grains (1½ oz. av.). 37.783 grammes.
16 Liang, 兩 (Tael)	= 1 Chin.	
100 Chin, 斤 (Catty)	= 1 Tan, 担 (Picul)	= { 133½ lb. 60.453 kilogrammes.

LENGTH.

10 Fēn, 分	= 1 Ts'un.	
10 Ts'un, 寸 (Inch)	= 1 Ch'ih	= { 14.1 inches, English. 0.358 metres.
10 Ch'ih, 尺 (Foot)	= 1 Chang.	
180 Chang, 丈	= 1 Li, 里 (nominal)	= { 2,115 feet, English. 619.25 metres.

AREA.

25 Square Ch'ih, 尺	= 1 Pu (or Kung, 弓).	10 Ssü, 絲 = 1 Hao.
240 Pu, 步	= 1 Mou.	10 Hao, 毫 = 1 Li.
100 Mou, 畝	= 1 Ch'ing, 頃.	10 Li, 釐 = 1 Fēn.
		10 Fēn, 分 = 1 Mou, 畝.

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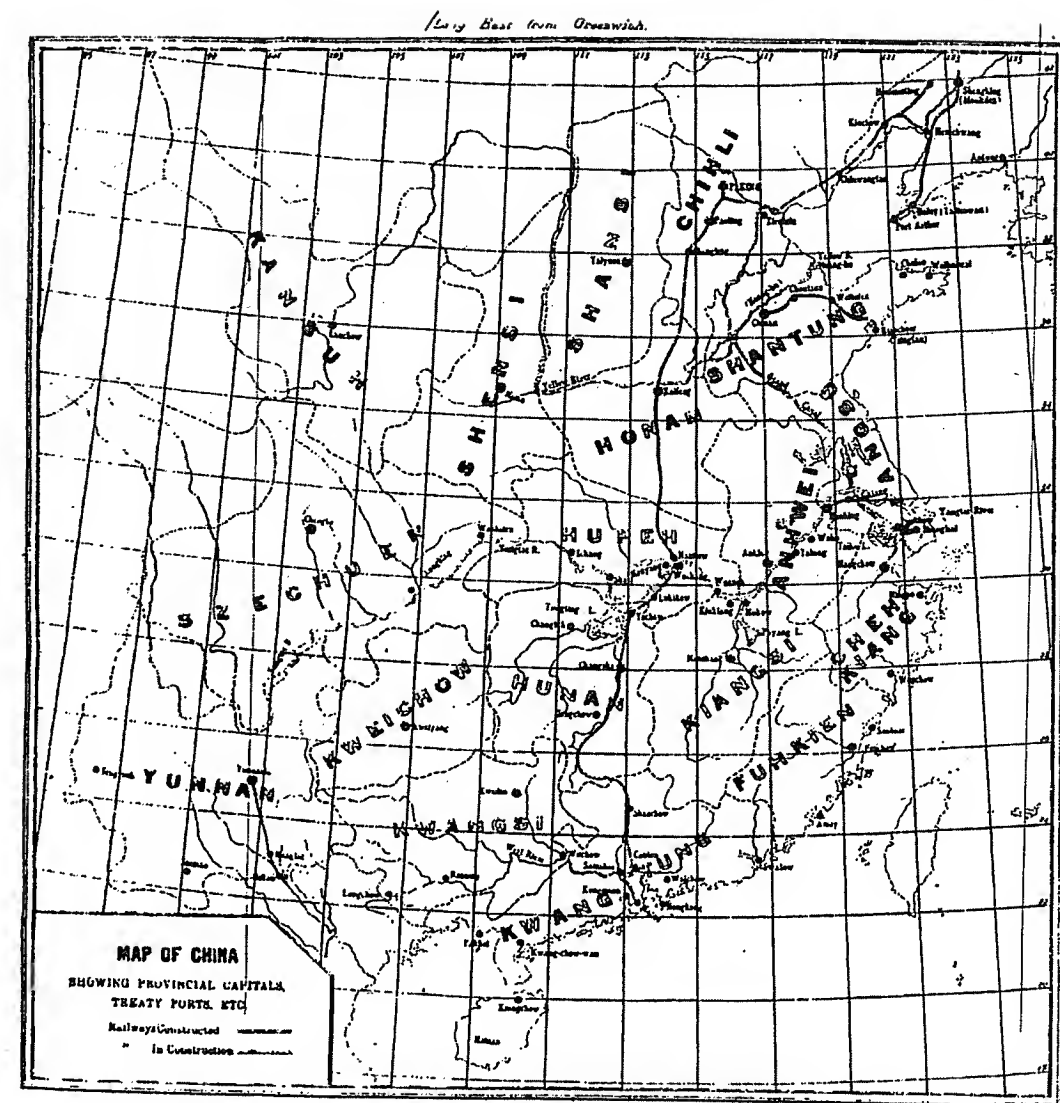
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1892~1901

十年海關報告·下卷

(華南及陸路邊境各埠)



DECENNIAL REPORTS, 1892-1901.

CIRCULAR NO. 524, SECOND SERIES.

INSPECTORATE GENERAL OF CUSTOMS,
PEKING, 9th December 1890.

SIR,

1.—THE annual Trade Reports as called for by Circular No. 3 of 1865, and which were published separately, were directed to be discontinued by Circular No. 200, Second Series, of 1882; and those substituted have since then appeared in the same volume with the Trade Returns, and are limited to four pages and as far as possible confined to remarks on the trade of the port. The instructions of Circulars Nos. 200, 476, and 523, Second Series, are to rule till further orders, but as it will be advisable to have papers of the old kind issued every 10 years, to serve as general records of the decennary, I have now to instruct you to prepare such a paper during the year 1891, in addition to the four-page Trade Report, for publication under the date of the 31st December 1891.

2.—The paper now called for is to be made as interesting as possible, and may extend to 30 pages, and, whatever else your local knowledge enables you to add, such subjects as the following ought not to be omitted:—

- (a.) The period since the last similar paper (1881) is to be reviewed and the chief occurrences of the 10 years at your port and in your district and province are to be adverted to.
- (b.) Changes in trade, whether in channels, demand, or supply, as also disappearance of old and appearance of new commodities, together with decrease and increase in total value of trade and any striking fluctuations in value of commodities, are to be stated.
- (c.) Growth or decrease of Revenue, whether as regards its sum total or its divisions or the parts of it derived from special commodities, is to be shown.

- (d.) The condition of the Opium trade, the quantities annually disposed of, the prices obtained for the various kinds, the extent to which Native varieties—with their prices and producing places—have competed both in your district and in places formerly supplied from your port, are all to be described.
- (e.) The state of the money market, with rates showing (1°) how much English sterling the Haikwan tael exchanged for every year, and (2°) how many local cash, and also showing whether at your port or in your district or in producing places for which your port is the outlet the Haikwan tael has continued to buy as much Native produce as, or more or less than, formerly.
- (f.) How, regarding your port as independent and unconnected with other Treaty ports, the values of goods arrived and goods departed [treated as the Statistical Secretary treated "the balance of trade question" in his Report for 1889, i.e., value of Imports (*minus* Import Duty and charges) at moment of landing and value of Exports (*plus* Export Duty and charges) at moment of shipment] compared.
- (g.) Whether any special changes have taken place at your port in respect of the number, composition, character, or occupation of its population, Chinese or Foreign.
- (h.) Whether improvements of any kind have been made in the shape of bnnds, roads, police, street-lighting, etc.
- (i.) Whether any changes have occurred in the water approaches to the ports, such as shoaling, closing, deepening, dredging of channels.
- (j.) Whether any new aids to navigation, such as lights, buoys, and beacons, etc., have been added in your district.
- (k.) Whether any unhappy occurrences have been recorded in your province, such as strange accidents, epidemics, typhoons, inundations, droughts, insurrections, etc., and what notable steps, public or private, were taken to meet the occasion.
- (l.) Whether any noteworthy event has occurred, such as the visit and reception of a distinguished personage, and how it passed off.
- (m.) What number of high degrees were won by your province at the Peking examinations, and the names of the period's provincial *chuang-yüan*, *pang-yen*, and *t'an-hua*.

- (n.) Whether there has been any special literary movement in the province, such as the establishment or renewal of public libraries, literary clubs, great donations or bequests for literary purposes.
- (o.) What is the number of *hsiu-ts'ai* and *chü-jên* allowed to the province, and what is supposed to be the population, and the per-centage of persons who cannot read, and whether there are females who receive some education.
- (p.) What is the general physical character and what are the principal natural products and chief industries of the province, and whether it is porters, animals, or boats that are usually employed for transport.
- (q.) What the Native shipping of your port amounts to, and how many varieties of junks there are, with the Chinese name of each variety and the kinds of trade they engage in and the ports they trade to, and any particulars respecting the papers they take out, the crews they carry, the capital represented by them, the profits of voyages, the per-centage of losses, and whether they have any form of Native insurance.
- (r.) What Native banking agencies exist, what places they deal with, and what are their rates and style of work.
- (s.) What Native postal agencies exist and how are they managed, and to and from what places do they send and receive letters, and how and where the postage is paid.
- (t.) Whether in your own immediate department, the Customs, anything special has occurred, such as important changes in regulations, noteworthy additions to your staff, increase in either the volume or divisions of work, etc.
- (u.) Whether from the Foreign point of view any special development has been taking place in your neighbourhood in either military, naval, industrial, financial, or administrative matters, etc.
- (v.) What missionary societies are represented in your province, and what is the number of missionaries and converts, etc.
- (w.) What provinces have *hui-kuan* at your port and in what provinces your port has *hui-kuan*; with the rules of these clubs or guilds and the privileges and duties of membership, etc.

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DECENNIAL REPORTS, 1892-1901.

- (x.) What celebrated officials have either held office in or sprung from your province during the period, etc.
- (y.) Whether any celebrated book has appeared in your province during the period, etc.
- (z.) Whether the history of the locality during the period, or its condition and circumstances at the end of 1891, give any indication of what its future is to be, etc., etc., etc.

3.—What precedes, without being exhaustive, will to some extent give you immediate help in respect of the direction your preparatory inquiries are to take, and will show you the kind of paper I wish you to prepare; but after reading it you ought at once to run through the Reports written by your predecessors, as well those of the old style before as of the new after 1881, and decide for yourself what parts of them may be reproduced or what points in them ought to be taken up and either enlarged upon, modified, controverted, or adverted to. It will also be worth while to consider whether you would not do well to distribute some of the headings (a.) to (z.) among your staff, and direct them, Chinese as well as Europeans, to make some inquiries for you in the directions and concerning the subjects I have indicated. The Monthly Reports of Occurrences for the last 10 years ought also to be looked over by one of your staff, and such items made a note of as are fitted to assist in compiling the Decennial Report.

4.—The Report is to be dated the 31st December 1891, and is to be in the hands of the Statistical Secretary before the end of March 1892. After a similar period shall have expired, a Decennial Report is again to be written, to be dated 31st December 1901, and so on.

I am,

SIR,

Your obedient Servant,

ROBERT HART,

Inspector General.

To

THE COMMISSIONERS OF CUSTOMS.

CIRCULAR NO. 561, SECOND SERIES.

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CIRCULAR No. 561, SECOND SERIES.

INSPECTORATE GENERAL OF CUSTOMS,
PEKING, 15th January 1892.

SIR.

SINCE the issue of Circular No. 524, calling for

Decennial Reports,

the unforeseen troubles of the year have seriously interfered with their preparation. The intention of producing an 1891 volume has, however, not been abandoned, but, seeing that it can neither be made to cover all the ground sketched out nor be ready by the date fixed on, I now write to instruct you to act as follows:—

- 1°. The Report is to be dated 31st December 1891, but need not be in the hands of the Statistical Secretary till the end of August 1892.
- 2°. The subjects set forth under the letters *a, b, c, d, e, f, i, j, t, u, and z* are to be properly discussed.
- 3°. Such of the other subjects under the letters *g, h, k, l, m, n, o, p, q, r, s, v, w, x, and y* as you are not prepared to deal with may be passed over on this occasion; but if you have any remarks to make on any or on all of them, you are, of course, at liberty to include them.
- 4°. The first paper in the volume will be the Circular itself, No. 524, and perhaps this one also. Each Report is to observe the sequence set forth in the Circular and is to commence each division of subjects with the initial letter, no matter whether there are or are not remarks to follow; thus—

(a.)	_____	(remarks).
(b)	_____	(remarks).
(g.)	* * * * *	(no remarks).
(h.)	* * * * *	(no remarks).

5°. In some provinces there are several Custom Houses; still, seeing that all localities do not afford precisely the same opportunities for gathering such information regarding provincial matters as is called for, it is best for each to act independently and contribute the result of its own inquiries and studies just as if the same province had no other Custom House. Subsequent Decennial Reports will be able to correct discrepancies and cut out redundancies and repetitions: what is wanted at first is material.

I am,

SIR,

Your obedient Servant,

ROBERT HART,

Inspector General.

To

THE COMMISSIONERS OF CUSTOMS.

CIRCULAR NO. 966, SECOND SERIES.

INSPECTORATE GENERAL OF CUSTOMS,

PEKING, 15th January 1901.

SIR,

1.—It is time to call attention to Circulars Nos. 524 and 561 of 9th December 1890 and 15th January 1892:

Decennial Reports:

and to remind you that the second set is to be prepared this year, to be dated 31st December (Circular 524, § 4), and to be in the hands of the Statistical Secretary before the end of March 1902. The instructions of Circular 524, § 2, (a.) to (z.), and Circular 561, 4° and 5°, still suffice for guidance and do not call for any modification.

* * * * *

I am,

SIR,

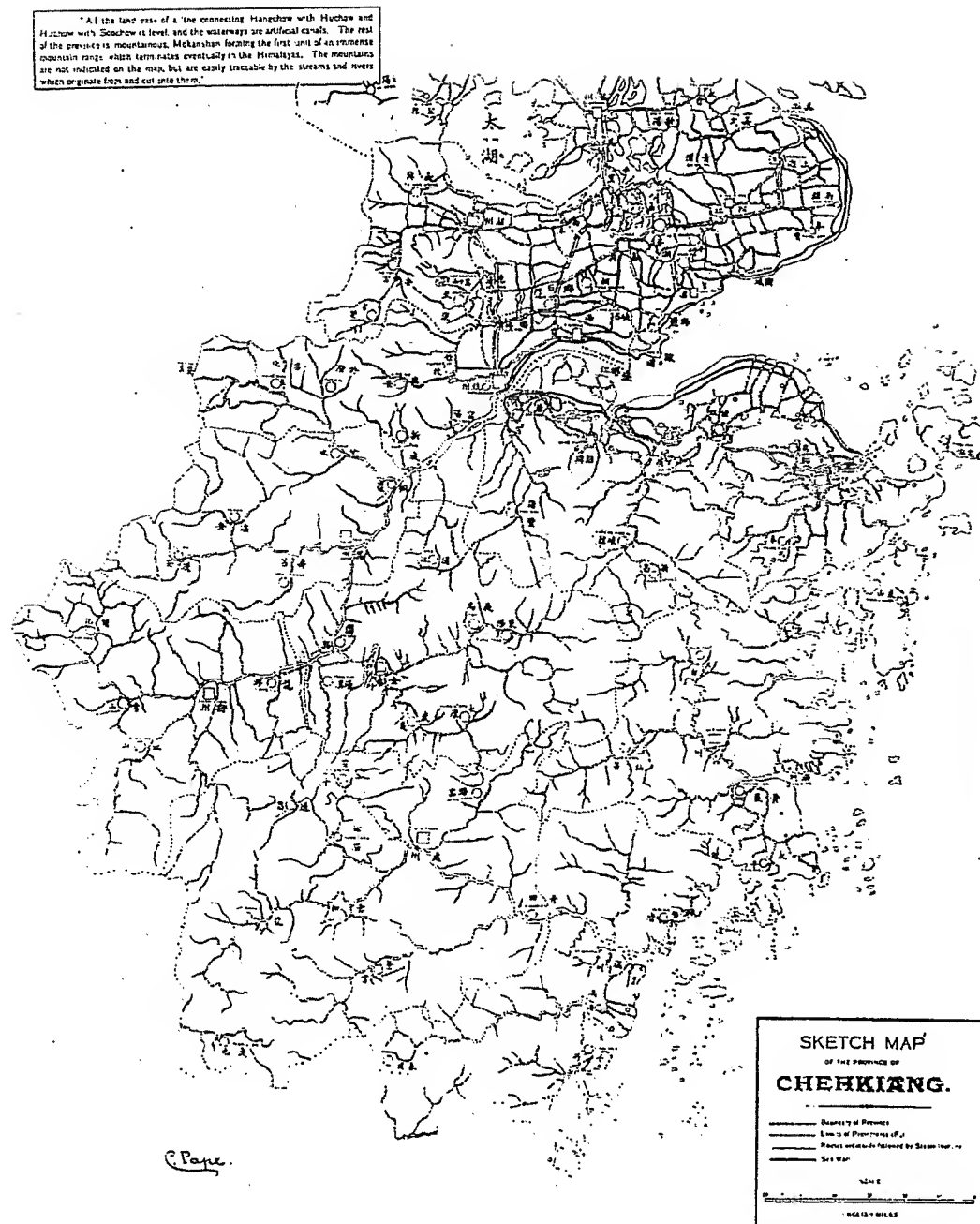
Your obedient Servant,

ROBERT HART,

Inspector General.

To

THE COMMISSIONERS OF CUSTOMS.



HANGCHOW.

REPORT, 1896-1901.

(a.) Hangchow, the capital of the province of Chehkiang, its largest city and most important trade centre, is situated on the left bank of the Ch'ien-t'ang River, on the west point of an almost equilateral triangle of which Shanghai occupies the north and Ningpo the south point, each side having a length of about 100 miles. Direct communication with Ningpo is difficult, and takes by boat at least three and a half days, necessitating, besides, several transshipments, which make the route *via* Shanghai, only occupying about 36 hours, much preferable. From Shanghai the journey to Hangchow takes about 24 hours, by what is familiarly called the "trains," which means a steam-launch towing some five or six boats of various description. The "train" leaves Shanghai about 6 P.M., and proceeds from the wharf in the Soochow Creek, through the Garden Bridge, into the Hwangpu River. Passing the Bund and the Native shipping, the course lies due south up the river to Sankong (三江), from there west as far as the walled city of Sungkiang (松江), and further, winding round in a west by south direction, passes out of the Kiangsu province into Chehkiang, reaching Kashing (嘉興), a walled city with a Customs station under the management of the Hangchow Customs. At Kashing the Grand Canal is entered, and the "train" proceeds in a south-westerly direction, through several unimportant but very crowded places, until Dongsi (塘栖) is reached, where the ruins of an imposing pavilion, built on a small island in the middle of the canal, attract attention. Several large temples near the banks also testify to the formerly flourishing condition of the place. When a high official arrives at or departs from Hangchow, his subordinates go to Dongsi to receive him or wish him farewell. From Dongsi to the Hangchow Foreign Settlement is about 18 miles, nearly due south.

In mild spring or autumn weather the trip from Shanghai is a most enjoyable one, and there is always something to be seen. The canals are full of life, large boats laden with firewood passing down to Shanghai, while smaller boats with market supplies and other articles ply between points *en route*. Huge rafts of timber or bamboos, stretching as far as one can see, are often met with, and one wonders how they can be managed by only four or five men, which is mostly the case. On both sides of the canal, especially in the neighbourhood of Kashing, magnificent memorial arches of granite and several pagodas are conspicuous, which were evidently built even too strongly for the Taipings to destroy. A spice of danger is added to the voyage by passing through the narrow bridges and the narrower waterways in the towns and villages on the route, where the Natives exercise their utmost ingenuity to

II

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obstruct the available space, narrow as it already is, to the utmost passable limits. A prominent place in the scenery is, of course, occupied by the mulberry trees, showing everywhere the importance of this province as a silk-producing centre. Then there are the paddy fields in the summer, converted into bean fields after the rice harvest; the lotus ponds with their white and pink blossoms in full glory in September; and clumps of bamboos or groves of trees marking the burial-ground of the village one passes. There are no hills until very near Hangchow. From the Settlement in a north-easterly direction is a range of hills, the so-called Pan-shan (半山), distant about 4 miles, well wooded and dotted with numerous temples, though of little importance. To the north-west of the Settlement, at a distance of about 7 miles, is a larger hill range, known as the Chêng-shan (磨山), where the Shanghai municipality, in close proximity to the village of Pingchow (平橋), has rented a quarry, which supplies all the stone used for road-making and building purposes at Shanghai. In the same direction, though a good deal further, lies the Mokanshan (莫干山) summer resort, well known through advertisement, with a good many Foreign houses for the accommodation of Shanghai residents during the summer months. Mokanshan is reached from Shanghai by taking the "train" as far as the above-mentioned village of Dongsi, from whence it takes the passengers about 10 hours in a boat to Sanjaopoo (三橋埠), where use can be made of a rest-house and where, during the summer months, a branch office of the Imperial Post is established. From here chairs can be obtained for unwilling pedestrians, the traveller reaching Mokanshan, 3,000 feet above the sea-level, in another two hours. To the north of the Hangchow Settlement are the hills surrounding the famous Western Lake, of which more later on.

Steam-launches are not allowed to go past the Kung-ch'ên-ch'iao (拱宸橋), an imposing three-arch stone bridge, spanning the Grand Canal at the south end of the Foreign Settlement and marking there, at the same time, the port limit. The canal goes some distance further to Hsin-ma-t'ou (新馬頭), a suburb of the city consisting of two single, long streets, one on either side of the canal, and stretching practically the whole way from the Settlement to the north-west city gate. Near the end of the canal is the real business centre of Hangchow, especially on the west bank, which has one long line of godowns and shops. Huge signboards proclaim the goods sold within, and an imposing array of junks moored outside testify to the important trade done here. Except for a very narrow passage left for the traffic, the whole canal, though fairly wide there, is blocked by junks loading or discharging cargo and by rafts moored in front of the timber shops. Hsin-ma-t'ou has evidently been an even more flourishing place formerly than it is at present. Heaps of bricks and tiles, ruins of houses, occasionally a stoue portico still standing, prove how severely the inhabitants suffered at the hands of the Taiping rebels. These signs of past prosperity increase as we near the city gate, and passing through it, the eye is confronted by extensive spaces of ground where heaps of broken material are the only remnants of former residences. The whole neighbourhood of Hangchow was devastated by the Taipings, and the estimate that 75 per cent. of the inhabitants were killed is probably within the mark. In the country around ruins of large buildings are frequently met with, and would be more in evidence but for the general use of mud walls, which, when once broken down, leave hardly any trace behind them.

Hangchow city offers few inducements, if any, to the sight-seer; of the grandeur described, and grossly exaggerated, by MARCO POLO, nothing is left. On the other hand, the famous Western Lake outside the west wall, and extending nearly its whole length, has probably lost little of the natural beauty that prompted the saying—

*Shang yü tien t'ang,
Hsia yü Soo Hang.*

The lake has a circumference of about 10 miles; two pathways, 20 feet wide, divide it into three parts, and also connect with the shore the island on which the Emperor's summer palace stands. The palace is a fairly extensive building, and is kept in decent repair, notwithstanding that the Emperor CH'ÏEN LUNG (乾隆) was the last member of the ruling dynasty who lived there. Several other smaller islands, with temples or memorial halls hidden by trees and thick foliage, lie in different parts of the lake, which, however, is very shallow and hardly deeper than 2 to 3 feet, on an average. Several weirs were found necessary to regulate the water, as 1 or 2 feet of rise above the ordinary level, produced by heavy rain, would flood all the islands together. As the complete opening of these weirs would quickly dry up the whole lake, the probability that the lake is an artificially made one gains more credence, though the Chinese strongly protest against that insinuation. Beautiful verdure-covered bills surround the lake on the north and east and part of the south side. On these hills and in the valleys intersecting them are numerous beautifully situated temples, shaded by giant trees and groves of tall bamboo. The most important of these temples are Ling-yin (靈隱) and T'ien-chu (天竺), both built by Imperial Decrees. They also were for the most part destroyed by the Taipings, and only the last named has been tolerably repaired, and is now used for official ceremonies.

The priests of Hangchow have the name of being the most experienced (I use this word for want of a more appropriate term) in this part of China, and their revenue is estimated at over \$50,000 a year. Miles of roads paved with large slabs of granite, leading to their temples, were built at their expense, and most of the joss paper shops, tea-houses, and grocery stores all around the lake and near the temples belong to them. Their most prosperous time is in the second and third moon of the Chinese year, when an immense number of pilgrims, variously estimated from 100,000 to 300,000, flock to the Hangchow temples to offer their devotion and their cash. Most of them belong to the poorer classes, and about 70 per cent. of these are women. They come from all parts of Chehkiang and also from the adjoining provinces, in groups of 20 or 30, often in their own small boats, having clubbed together for the expenses of the trip for years. Many of these boats sport their own little hands, and their dismal music, accompanied by the monotonous *lin-ching* of the women, rarely ceases, except for meal or bed time. The second and third moons are chosen for these visits of devotion, as it is the leisure time of the farmer, before the beans are harvested, the cocoon season begins, or the rice is put out.

Two pagodas overlook the lake—the Pao-shu-t'a (保淑塔) and the Lei-fêng-t'a (雷峰塔). The latter, which dates from the Sung (宋) dynasty, is practically a ruin, all the woodwork and the top having disappeared; the former, built about the year A.D. 600, still carries its lofty iron crown, and being in a very prominent position on the top of Pao-shih-shan (寶石山), or Precious Stone Hill, can be seen for many miles from the low country to the north of it.

*"Above us lies the heavenly blue,
While here below lie Hang and Soo."*

While Hangchow owes its fame to the lake on the west, it certainly owes its existence toward the south-west to the construction of the sea wall, called by the Chinese by the appropriate name of bore wall. The erection of this sea wall was commenced about the year A.D. 915, by Prince CH'EN WU-SU (錢武肱); it extends from Hangchow to Chuan-sha (川沙), near the opening of the Hwangpu. Several thousands of years ago the immense stretch of flat country now forming a great part of the provinces of Chehkiang and Kiangsu was probably covered by the sea. The Yangtze, gradually extending its estuary seawards, reclaimed the land. The inhabitants, to assist the river and to retain what it had reclaimed for them, built sea walls, using the numerous islands as corner stones. The wall or dam confining the waters of the Hai-ning (海甯) canal is probably one of these early structures; it connects the city hill with the Pan-shan and the Pan-shan with the heights near Hai-ning. Further walls followed, and caused, with the help of the alluvial deposits of the Yangtze and the Ch'ien-t'ang-chiang, the present funnel-shaped mouth of the latter river to be gradually formed, until the projecting north point finally obstructed the ocean tide and, by deflecting its course, caused the bore. Against this tremendous rush of water the flimsy dikes were insufficient, and the present sea wall, in its length of 180 miles, was built. The wall is a stupendous piece of work, and should take an equal share of fame with the Grand Canal and the Great Wall of China, as its engineering difficulties were certainly infinitely greater. At Hai-ning the wall is about 29 feet high, built of large slabs of granite, the higher layers receding always about 6 inches, thus forming steps. From the foot of the wall there extends outward a heavy granite platform, of about 20 feet breadth, along the whole length, each slab of granite being joined to the next by iron mortises. The chroniclers of the province have, unfortunately, confined themselves to those particulars of the sea wall which are most uninteresting to the Western mind. The cost of the upkeep is minutely accounted for; legends in connexion with it are given by the dozen; but historical facts as to its construction and the primary cost of it are carefully omitted. Its very existence, however, proves that it must have been of vital importance to the inhabitants of the province, and that the land it reclaimed and protects now must have been of immense value to justify the enormous outlay of money required. The fact that MARCO POLO does not mention it shows almost conclusively that he never visited Hangchow, but got his account from a Native poet. He must have taken it, besides, without the proverbial grain of salt, and without eliminating the over-numerous "thousands" (千) and "myriads" (萬), prompted less by facts than by patriotic enthusiasm and poetical license.

The famous Hangchow bore has been so often and so ably described* that the most important features will suffice here. It is best seen at Hai-ning (海甯), which place, as the accompanying map shows, is reached *via* Shih-mên (石門), and is accessible to all house-boats and steam-launches of ordinary size. From Shih-mên to Hai-ning takes five hours by launch, and about double the time without steam services. The highest bore takes place at spring and neap tides during full and new moon, midday and midnight. September or October give the highest tides, and are preferable for visitors to the bore on account of the

* See, especially, "Proceedings of the China Branch of the Royal Asiatic Society, 1888," paper by Commander W. URBORNE MOORE, R.N.

cool weather and absence of mosquitoes; full moon enhances the charm of the trip through the creeks and also enables the visitor to see the night bore. The roar of the bore can be heard long before it is seen. A confused, broken mass of water becomes visible then to seaward; this gradually comes nearer, and shows itself as a solid wall of rather muddy water, 6 to 15 feet high, breaking over and overwhelming and carrying along the resisting water of the river. It is a battle of the flood against the ebb tide; the ebb, assisted by the strong current of the river, keeps out the entry of the flood tide, until the latter, backed by the irresistible power of the ocean behind it, beats and swallows up the ebb, with a mighty onrush, at the rate of 10 knots an hour. A second smaller bore usually follows directly after the first. The most surprising feature in the whole affair is the sudden change in the aspect of the river. Just now we saw the muddy bottom and, at some distance from the shore, the swiftly outflowing tide, and a few minutes after the whole basin is filled with muddy, boiling water, which threatens to wash us off the sea wall—the very ground and the massive stones we stand on tremble; another few minutes and all is quiet again, as if nothing had happened.

Only two Foreign nations—Great Britain and Japan—sent Consular representatives to Hangchow, both of whom took up their quarters originally in the city. The Japanese Consul resides there still; but his British colleague, who was transferred to a more extensive sphere of influence, has never actually been replaced, though several names have been mentioned in this connexion.

The British Consulate—a fine building—was completed in 1900, and stands on the other bank of the canal, opposite the Japanese Concession, but, strange to say, outside the limits of the Foreign Settlement. This Consulate has never been occupied yet, British interests being in the meantime looked after by the Consul General in Shanghai.

The provinces of Min-cheh (閩浙), or Fuhkien (福建) and Chehkiang (浙江), have their Viceroy residing at Foochow, Chehkiang being under a Governor with Hangchow as his residence. The following tables give the names of the Viceroys and Governors during the last 10 years, with their time in office, viz. —

CHINTAIS (制臺), OR VICEROYS.

NAME.	Date of assuming Office.	Date of withdrawal from Office.	REMARKS.
PIEN PAO-TI..... 卞寶第	14th October 1888.....	3rd March 1892.....	Retired.
T'AN CHUNG-LIN..... 譚鍾麟	13th August 1892.....	19th April 1895.....	Transferred to viceroyship of Liang Kwang.
PIEN PAO-CH'UAN..... 邊寶泉	19th April 1895.....	23rd October 1898.....	Deceased.
Hsü YING-K'UEI..... 許應騫	16th December 1898.....	.....	At present in office.

FUTAIS (稅臺), OR GOVERNORS.

NAME.		Date of assuming Office.	Date of withdrawal from Office.	REMARKS.
SUNG CHÜN.....	孫 駿	11th February 1889...	30th December 1893...	Deceased.
LIAO SHOU-FENG.....	廖壽豐	28th May 1894.....	8th March 1899.....	Resigned and retired into private life.
LIU SHU-TANG.....	劉樹堂	8th March 1899.....	30th November 1900.....	Degraded.
YÜN TSE-I.....	惲祖翼	30th November 1900.....	9th February 1901.....	Retired into mourning.
YÜ LIEN-YÜAN.....	余聯沅	9th February 1901.....	9th August 1901.....	Acting; transferred.
JÉN TAO-TUNG.....	任道鎔	9th August 1901.....		At present in office.

The province of Chehkiang is divided into four circuits: the Hang-Chia-Hn, comprising the Hangchow, Kashing, and Hu-chon districts; the Ning-Shao-Tai, comprising Ningpo, Shao-haing (紹興), and Tai-chou (台州); the Chin-Ch'ü-Yen, made up by Chin-hua (金華), Ch'ü-chon (衢州), and Yen-chou (嚴州); and, finally, the Wên-Ch'ü, i.e., Wenchow and Ch'ü-chou (處州). The Hang-Chia-Hu Tao is at the same time the Superintendent of the Hangchow Foreign Customs. The Ti-tai is stationed with his garrison in Ningpo. Of the other high provincial authorities, the Grain and Salt Commissioners, as well as the Imperial Silk-loom Commissioner, have their seats in Hangchow.

Negotiations about the opening of Hangobow, and the questions of Settlements or Concessions, began early in the year 1896. The Japanese Government, at whose instance, principally, the port was to be opened, displayed particular activity, and had evidently instructed its Consul to try to get all that could possibly be got, leaving all other Powers completely out of the concert. The Japanese efforts to be beforehand with all other Treaty nations were probably the principal cause of the disadvantageous position of the Settlement, situated as it is 4 miles from the nearest city gate and fully 6 miles from the business centre of the city. It was a "marry in haste and repent at leisure" business with a vengeance, and the result is the houseless, treeless, roadless desert, the so-called Japanese Concession. The Japanese Consul at first claimed the whole available land for his nationals, not even wishing to leave enough ground for the Custom House; eventually, however, a fairly equal division was arrived at, the Japanese taking the northern part for their Concession, the other part, the one nearer to the city, being set apart for the other Treaty nations as a Foreign Settlement. As the Japanese claimed complete jurisdiction and management over their share of the ground, the Chinese authorities naturally refused to build a Bund and make roads for them. On the Foreign Settlement work was commenced with the utmost despatch; 500 soldiers were engaged daily, filling up the low ground and levelling roads.

On the 26th September 1896 the Custom House was opened with great ceremony. Nearly all the high provincial officials were present, and the occasion was celebrated by a great

feast at the partly-built Customs Bank. The collection of Duty commenced on the 1st October of the same year, the examination of cargo being carried on in a temporary shed. The Customs staff had to accommodate themselves in Chinese house-boats, and had a very rough and unpleasant time until the erection of the necessary premises put an end to their privations.

The Settlement quickly assumed a businesslike aspect. Hundreds of coolies were busy making roads under the supervision of a Foreign engineer; bridges were built across the various waterways bounding and intersecting the Settlement; a police force was started under a Foreign superintendent; and Customs and police buildings were begun.

The land set apart for the Foreign Settlement measured 1,095 *mou*; it was bought from the original owners by the Government, and then rented to Foreigners in perpetuity. Of these 1,095 *mou*, 214 *mou* were reserved for waterways and roads; the balance, 881 *mou*, were allotted to Foreign applicants under three categories—241 *mou* of 1st class ground, at \$250 per *mou*; 304 *mou* of 2nd class, at \$200 per *mou*; and 120 *mou* of 3rd class, at \$150 per *mou*. These allotments were, of course, not made without the usual friction and disputes. The British and American Consuls strongly supported the claims of their nationals, while at the same time the whole of these transactions were, with few exceptions, of a purely speculative character. As soon as the land was allotted to a Foreigner for the agreed price, it was resold by him to a Native with a big profit, the new owner, on the same day probably, reselling to another Native at a bigger advance still. In this way land sold one day at \$250 per *mou* was shortly after on the market at \$1,000 per *mou*. Legally the purchase money was called a mortgage, and the land remained on the register in the original purchaser's name; as a matter of fact, most of the Settlement to-day is owned by Chinese, though still registered in the names of Foreigners. By the end of March 1897 all the land was taken up, and the share of the various nationalities was as follows: British, 335 *mou*; American, 124 *mou*; French, 111 *mou*; Italian and Swiss together, 31 *mou*; China, for official buildings, 66 *mou*. The total sum realised by this sale amounted to \$125,000, out of which the Chinese Government, as vendors, had to pay the original owners, construct roads, Bund, drains, and bridges, and build the Custom House and the police station. The annual collection of ground rent brings in about \$1,630, and is supplemented by a small revenue from the licenses issued to Chinese theatres, tea-houses, and carriages plying for hire, thus leaving, after paying also for the police and necessary repairs to buildings, only a small margin, if any, for further improvements.

The total area of the Japanese Concession is 718 *mou*, which lie, so far, idle, no improvements of any kind having yet been undertaken.

Communication with Shanghai was first started by Chinese stern-wheel boats worked by coolies, such as are largely used on the Canton waterways; these were gradually supplanted by steam-launches towing passenger and cargo boats. The Tai Sung Chong (戴生昌) Steam Navigation Company was the first in the field, and mails were exchanged with Shanghai twice a week. Very soon two other Chinese companies started in, but quickly dropped out of competition. By the end of December 1896 the Tai Sung Chong company had nine launches running regularly between Hangchow and Shanghai, and two more between this and Soochow,

which, with the two other companies competing on the Soochow route, ensured a daily service to both places.

On the 15th December 1896 Kashing was opened as a sub-station of the Hangchow Customs, but the first Duty on Exports was not collected there until April 1897.

In March 1897 the Imperial Post Office was opened in Hangchow city.

In May of the same year Messrs. JARDINE, MATHESON, & Co. erected a Cocoon drying shed on their lot adjoining the Custom House.

At the end of May a German Commercial Mission visited Hangchow, and made special inquiries into the manufacture and industry of Native Cotton Cloth.

In June the first Unfired Tea was exported, and the reduction of 20 per cent. allowed on same, similarly to the Ningpo practice.

In July a canal was dug between the Foreign Settlement and the Japanese Concession, the principal object, no doubt, being to procure cheap soil for filling in low sites on the Settlement. It forms, however, a very good boundary line between the two Settlements, and gives a valuable water frontage to a good many otherwise back lots. A substantial wooden bridge was afterwards built across it, in continuation of the Settlement Bund.

In August the Customs buildings, and in October the police buildings, were completed.

In August a Belgian company surveyed a route for a proposed railway from the Settlement to the Ch'ien-tang River.

In February 1898 a French railway syndicate visited Hangchow, and made preliminary surveys for a proposed railway from Shanghai to Ningpo *via* Hangchow.

In March of the same year the local officials made preparations to open a Customs sub-station at Nanzing (南潯); but the project was ultimately abandoned, owing to strong opposition by both Shanghai officials and merchants.

About that time work was discontinued in the Hangchow Silk Filature, which, as was reported, could not make the business pay. It never resumed working, and at the time of writing this Report the filature godown is rented to the Chehkiang lottery.

In April the newly-appointed Foreign staff of the Eastern Chehkiang Likin Collectorate arrived, and took up permanent quarters near Hangchow city.

On the 31st May a party of Foreign engineers belonging to the "Société d'Études industrielles et de Travaux publics en Chine" arrived at Hangchow, and took up quarters at the West Lake. They had already, in the previous year, made a preliminary survey for a railway line from the Settlement to the Ch'ien-tang River, and their intention was now to re-survey and acquire the necessary land. They had, however, as little success as their various predecessors with the ultra-conservatism of some of the local high officials.

In the September quarter of the year machinery for a dollar Mint in Hangchow city was imported.

In September another railway survey was made, this time under the auspices of Messrs. JARDINE, MATHESON, & Co., with as little result as the former ones. At various other times, during 1899 and 1900, other railway surveys were gone through; but as they all led to no final results, further mention of them is superfluous.

In August 1899 the steam-launch *Henghsiang* took out the first Inland Waters Steam Navigation Certificate issued at this port. There was, however, not sufficient trade, and the venture was given up after a few trips.

In October of the same year the Hangchow Mint was dismantled and the machinery sent to Peking; the services of the Foreign superintendent had already, several months before that time, been dispensed with.

In June 1900 the Li Yung Kung Sui (利用公司), a semi-official concern, commenced running a line of launches between Hangchow and Shanghai. The new venture was, of course, heavily opposed by the two already existing companies—the Chinese Tai Sung Chong and the Japanese Taito,—and had eventually to close for want of funds. The same company about that time began to build a Flour mill, with Foreign machinery, on a plot of land adjoining on the south the Foreign Settlement, and re-started the launch service in June 1901.

In March 1901 an alternative route between Hangchow and Soochow was authorised by the Imperial Southern Commissioner (南洋大臣), the Nanking Viceroy, at the instance of the Japanese Consul here. On this new route, taking in the two rather important commercial places Hu-chow (湖州) and Nanzing (南潯), the Japanese Taito Steam-launch Company at once commenced to run two or three launches a week, shortly increasing the communication to a daily service. As far as can be ascertained, this line does not pay, were it not for the subvention the Taito company is supposed to receive from the Japanese Government.

On the 14th July of the same year the water in the Grand Canal rose to 14 feet 1½ inches, according to the Customs tidepole, and this was the highest level ever authentically recorded here.

On the 3rd December the provincial high school organised in accordance with the Imperial Edict of the 14th September 1901 was formally opened.

(b.) CHANGES IN TRADE.—Hangchow is too new a port to talk already of changes in trade, or appearance of new and disappearance of old commodities. The introduction, under judicious management, of transport and Customs facilities to an inland place (which Hangchow certainly is) takes, naturally, some time before it is appreciated, especially when opposed by such a more or less arbitrary institution as the Likin. The latter, through its power to raise or lower taxes at will, has, of course, had a considerable advantage over the newly-established Foreign Customs with their fixed Tariff; but it is, nevertheless, losing ground now steadily. Most of the items enumerated below show, therefore, simply that these new advantages are being recognised and made use of, in many cases, in preference to the subjection of cargo to the time-honoured Likin practices.

INCREASING EXPORTS.

DESCRIPTION OF GOODS.	1896.*	1897.	1898.	1899.	1900.	1901.
Tea..... Piculs	41	75,347	86,984	86,452	80,849	90,071
Silk, Thrown..... "	...	...	2	22	87	304
Beans, Green..... "	...	...	...	...	2,347	10,633
Cabbage Cake..... "	...	...	40,306	114,827	110,553	187,692
Fans, Paper..... Piculs	428,520	3,225,396	2,626,913	3,654,377	3,719,540	4,595,776
Hemp Skin..... Piculs	...	...	...	803	1,461	7,980
Tea includes the following kinds:—						
Green, Fychow..... Piculs	...	71,131	76,231	74,618	69,792	75,327
" Loongching..... "	41	...	162	656	998	941
" Pingsuey..... "	...	...	...	...	2,594	5,786
Unfired..... "	...	576	4,615	4,642	4,304	3,697
Dust..... "	...	3,440	5,976	6,085	3,157	4,136
Sundry..... "	...	200	...	451	4	184

* Three months.

Fychow Tea comes from the province of Anhwei. Before the opening of Hangchow, the bulk of it was exported from Ningpo, which place was reached, with several transshipments, *via* Shao-hsing (紹興), the Tea-boats leaving the Ch'ien-t'ang River before they got to I-ch'iao (義橋). This longer route was chosen to avoid the Sea-wall Tax (海關捐) collected on all vessels and their cargoes at I-ch'iao for the purpose of keeping up the sea wall on the northern shore of the Ch'ien-t'ang River. When, in January 1896, the Sea-wall Tax on Anhwei Teas was abolished, and later on Hangchow opened to trade, it naturally followed that most of the Fychow Teas would take this shorter and safer route through Hangchow, paying Export Duty at the Customs there.

Loongching Tea is locally grown in the hilly country south of Hangchow; it is widely renowned for its fragrance, and is largely used to mix with other Teas.

The Pingsuey Tea comes from the neighbourhood of Shao-hsing; and was formerly shipped to Shanghai *via* Ningpo, the cost of transport being about \$2.50 per ton. In June 1900 the Li Yung Steam-launch Company, in order to obtain a firmer footing in the Hangchow-Shanghai launch trade, made a contract with several Pingsuey Tea merchants to transport their Teas from Wên-chia-yen (聞家堰), a place on the Ch'ien-t'ang River, to Shanghai for \$2 a ton. 2,594 piculs were carried by them during that year; and then the Li Yung company gave up the venture, as, owing to the numerous transshipments, it was found that, to remunerate themselves, they would have to charge about \$3 a ton. The Tea merchants found, however, that their packages were much less damaged by the new route than by the former one *via* Ningpo, and that even by paying a little more for freight they would reap some advantage. Consequently, in 1901 another contract was made with the

Li Yung and the Taito steam-launch companies; the shippers, agreeing to pay \$2.80 per ton freight, exported 5,786 piculs, or more than double the quantity exported during the previous year.

Cabbage Cake, pressed from Cabbage Seed, is principally exported to Japan for manure, and is gradually leaving the Likin for the Foreign Customs, probably on account of the half Duty to be refunded after these goods leave China.

Fans are mostly manufactured at Shao-hsing, and the increase in their exportation at Hangchow corresponds with the decrease at Ningpo, cheaper transport accounting for this change of route.

DECREASING EXPORTS.

DESCRIPTION OF GOODS.	1896.*	1897.	1898.	1899.	1900.	1901.
Silk Piece Goods..... Piculs	124	1,604	3,871	4,193	2,634	2,504
Samshu..... "	...	...	...	4,424	3,858	1,058
Tobacco, Leaf..... "	...	...	14,619	2,918	594	2,305

* Three months.

Silk Piece Goods, when exported from this province, are mostly White, as it is said that the water obtainable here is not suitable for dyeing purposes; anyhow, most of these Silks are dyed at Shanghai. As the above table shows, the export increased steadily until 1899, when, in the beginning of 1900, the Customs commenced to exact from the exporters more particulars about their cargo, as it was found that the original Passes, issued for Silk Piece Goods and covering this denomination only, were often fraudulently used for the re-exportation of sundry other Dyed Silks, no proof being any more possible as to whether the goods re-exported were still the original goods covered by the respective Passes. Exporters were now required to state whether the Silk was White or Dyed, Plain or Figured, etc., and a Pass issued for White Silk gave no claim for a Drawback on exportation of Dyed Silk. This new procedure quickly resulted in a large decrease of Silk exported through the Customs, merchants preferring, in this instance, to pass their goods through the Likin stations.

An equitable adjustment of the tare allowed on Samshu resulted in the exportation of 4,424 piculs during 1899. The Likin, however, followed suit directly, and also allowed an extra tare, so that the export through the Customs fell off again.

Leaf Tobacco is generally intended for Japan, and an adequate supply was no sooner provided for when the prices fell, owing to the heavy opposition caused by the Tobacco growers in the Liaotung (遼東) peninsula, the cultivation here accordingly ceasing to be profitable.

Of Native Imports, it is useless adverting to goods coming from the North, as the disturbances of 1900 had too much influence on trade to allow a proper comparison to be made. Most of the other Native articles show a healthy development—to some extent, perhaps, at the expense of Ningpo, but more probably to the detriment of the Likin.

INCREASING FOREIGN IMPORTS.

DESCRIPTION OF GOODS.	1896.*	1897.	1898.	1899.	1900.	1901.
Opium..... <i>Piculs</i>	...	978	993	1,957	1,797	1,852
Tin..... <i>Value, Hk. Ta</i>	...	2,759	7,799	3,451	3,629	5,837
Cigarettes..... <i>"</i>	2,649	6,686	15,033
Dyes, Aniline..... <i>"</i>	134	5,421	23,774	52,376	43,886	56,095
Rice..... <i>Piculs</i>	77,126	...	...	...
Soda..... <i>"</i>	3,859

* Three months.

When Hangchow was opened to Foreign trade, the Ningpo Taotai objected very strongly to the importation of Opium, on the ground that it would take a great slice of the Ningpo Revenue. To circumvent his opposition, the Kashing station was opened, and the whole Opium trade in this district concentrated itself there. In the beginning of 1899 the Hangchow Taotai promised to give the Opium merchants a certain small premium on each chest imported, provided the total import came above a given amount during the year. The merchants were quick to perceive their chance, and the sudden increase of nearly 1,000 piculs during that year shows how eagerly they took up the proposal. As a similar premium is given to the Opium merchants at Ningpo, the officials did nothing unusual in directing the trade into a more convenient channel.

Tin is largely used in the manufacture of Joss Paper and Tea-chest Linings, a considerable part of this Hangchow import going to Shao-hsing. In the year 1899 the Likin officials at Shao-hsing made a great effort to recover lost ground, and managed by various concessions to persuade the importers into passing the bulk of this Metal through their office; but it looks now as if these arrangements were not altogether satisfactory, as Tin is being passed again, to some extent, through the Customs.

Quite a little trade has sprung up in Cigarettes, America and Japan competing with the Shanghai-made article. They have apparently found favour in the eyes of the Natives, and it may safely be predicted that, unless their quality deteriorates, they will in a short time become quite an important article of trade.

In 1898 77,126 piculs of Rice were imported from Annam to ease the local market, as, owing to the failure of the crop here, the price of Rice had enhanced to \$6.50.

Soda appears for the first time in 1901 with 3,859 piculs.

As to the total value of the trade, it will be seen from the subjoined comparative table that a very fair increase has been experienced, bringing the figures for 1901 up to Hk. Ta 12,124,558—an advance of over 4 million taels on the trade of 1897. Responsible for this increase were, chiefly, Imports, and partly Transit trade, while Exports, holding about their own, are seen to fluctuate to the extent of about a million taels, decreasing in one year and regaining lost ground during the following year.

VALUE OF THE TRADE, 1896-1901.

YEAR.	IMPORTS FROM		EXPORTS TO		TRANSIT TRADE		TOTAL.	RE-EXPORTS.
	Foreign Countries.	Native Ports.	Foreign Countries.	Native Ports.	Inwards.	Outwards.		
1896 *.....	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta
1896 *.....	...	124,402	...	102,994	3,360	...	230,756	...
1897.....	44,620	1,459,084	...	6,169,372	141,152	...	7,814,228	2,457
1898.....	43,252	2,919,967	...	5,033,245	196,173	...	8,192,637	2,985
1899.....	...	5,114,356	...	6,402,552	260,760	...	11,777,608	15,141
1900.....	...	4,678,202	...	4,785,371	184,385	...	9,647,958	29,802
1901.....	...	6,308,576	...	5,815,982	306,152	...	12,430,710	18,891

* Three months.

(c.) GROWTH OF REVENUE.—In sympathy with the increase in the total value of trade, the Revenue has benefited accordingly. The following tables give a general idea of the Duties collected since the opening of this port, and the share contributed to the Revenue by the Kashing sub-station:—

DUTIES COLLECTED AT HANGCHOW (INCLUDING KASHING STATION), 1896-1901.

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	OPIMUM (Import, Export, and Coast Trade).	TONNAGE.	TRANSIT.	OPIMUM LIKIN.	TOTAL.
1896 +.....	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta
1896 +.....	465	3,117	404	...	...	73	...	4,060
1897.....	33,605	227,040	4,137	29,328	31	2,523	78,208	374,874
1898.....	45,356	273,553	12,751	29,763	28	3,789	79,368	444,610
1899.....	51,537	293,195	30,798	58,701	25	5,165	156,536	595,959
1900.....	51,576	254,646	27,201	53,916	20	3,527	143,776	534,665
1901.....	84,380	289,537	34,975	55,546	25	5,538	148,124	618,128

† Three months.

DUTIES COLLECTED AT KASHING, 1896-1901.

(Included in table above.)

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	OPIMUM (Import, Export, and Coast Trade).	TONNAGE.	TRANSIT.	OPIMUM LIKIN.	TOTAL.
1896 +.....	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta
1896 +.....	...	...	...	...	...	...	...	...
1897.....	472	2,384	387	...	...	...	...	3,245
1898.....	1,116	28,681	8,723	27,135	...	...	72,360	138,016
1899.....	6,024	37,394	24,162	58,701	...	...	156,536	282,818
1900.....	9,118	17,064	19,922	53,916	...	...	143,776	243,797
1901.....	26,715	15,796	26,579	55,546	...	...	148,124	272,760

‡ Three months.

The rather considerable advance of the Revenue of, roughly, *Hk.Ta* 240,000, as compared with the total figures for 1897, must be considered highly satisfactory. Import and Export Duty advanced some *Hk.Ta* 50,000 and *Hk.Ta* 40,000 respectively, and Opium took a share of the increase to the effect of about *Hk.Ta* 95,000. While the Revenue derived from Imports and Exports shows a very steady progress, the Opium Duties remained during the last three years without any remarkable change, as no increased demand exists for the drug in this part of the province.

Of the total Revenue collected during the five years 1897 to 1901, Opium, Tea, and Silk took the following per-centages:—

YEAR.	OPIMUM.	TEA.	SILK PIECE GOODS.	SILK.
	<i>Per Cent.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>	<i>Per Cent.</i>
1897.....	28½	49	10½	3½
1898.....	24½	46½	10½	2½
1899.....	36	34½	8½	3½
1900.....	37	36½	6	2½
1901.....	33	35½	5	3

The portion of the Revenue contributed by the Kashing sub-station amounted in 1901 to *Hk.Ta* 272,763, showing an advance over the figures of 1898 of about 100 per cent. While Opium is the chief article from which Revenue is derived at Kashing, other Imports and Native Exports show a very healthy development, and it may be anticipated that the possible closing of the Likin stations will make that place quite an important distributing centre.

(d.) OPIUM TRADE.—The condition of the Opium trade has already been adverted to under (b.); the reason for the sudden increase in 1899 is there given, and also the total quantities imported each year. Malwa is the principal kind imported, while the combined importation of the other two kinds, namely, Patna and Benares, does not reach one-fourth of the total. The prices ruling for the drug are, of course, the same as at Shanghai. It is not at all likely that the import of Foreign Opium will increase much more, unless a very heavy tax is put on the Native drug.

The Native Opium consumed in this province is practically all grown locally, and there is hardly any import worth mentioning from other provinces. The reported annual production is as follows:—

	<i>Piculs.</i>
P'ing-yang-hsien (平陽縣), in the prefecture of Wenchow . . .	1,500
Huang-yen-hsien (黃巖縣), in the prefecture of Tai-chou . . .	3,500
Hsiang-shan-hsien (象山縣), in the prefecture of Ningpo . . .	600
Yü-yao-hsien (餘姚縣), in the prefecture of Shao-hsing . . .	1,200
Fêng-hua-hsien (奉化縣), in the prefecture of Ningpo . . .	400

There are, besides, occasional fields here and there throughout the province, producing, perhaps, 200 piculs yearly, making thus an estimated annual production for the whole province of 7,400 piculs. This Native Opium is put up into packages of 3 catties each, or else in buckets of 50 catties. It is of a very inferior quality, and not exported at all, being chiefly used by the poorer classes or for mixing with the Foreign drug. The price is about *Hk.Ta* 300 per picul after paying the tax.

(e.) MONEY MARKET.—Hangchow has no direct Foreign exchange, being altogether dependent on Shanghai in any banking transactions.

The appended table gives the annual import and export of Treasure, or, at least, that portion of it which came under Customs cognizance, since the opening of the port:—

YEAR.	IMPORT.	EXPORT.	YEAR.	IMPORT.	EXPORT.
	<i>Value, Hk.Ta</i>	<i>Value, Hk.Ta</i>		<i>Value, Hk.Ta</i>	<i>Value, Hk.Ta</i>
1896 *	1,229,916	1,369,153	1899.....	1,389,320	816,843
1897.....	2,928,899	1,255,572	1900.....	2,070,795	610,505
1898.....	1,182,651	675,333	1901.....	1,388,841	2,714,543

* Three months.

As this table certainly shows only a fraction of the actual sums moved, it does not serve any practical purpose.

The purchasing power of the Haikwan tael depends also on the Shanghai market, and the rate of exchange between the Haikwan tael and copper cash is so much influenced by the quality of the cash, that a table would be a hopeless task in this part of the country, which is inundated by a continuous supply of spurious cash, manufactured wholesale in the Chin-hua (金華) and Ch'ü-chou (衢州) prefectures. During the last four years the rate of exchange between the Haikwan tael and the cash has varied from 1,365 to 1,470 cash. An idea of the quality of the cash may be got from the fact that a picul of the current kind is worth *Hk.Ta* 17, or, in other words, that the cash exchangeable for *Hk.Ta* 1 weigh 6 catties, though an equal number of good cash as contained in these 6 catties should weigh at least 9 catties. The discount on the 10-cent silver piece has varied from 5 to 10 cash. The Nanking Mint has lately brought out a 10-cash copper coin, of size and shape of the well-known Hongkong 1-cent piece; but its success seems doubtful, and the Chinese seem to regard it more as a curiosity than a useful coin.

Hk.Ta 100 have a value here of *Shanghai Ta* 111.60, against *Shanghai Ta* 111.40 at Shanghai, while 100 of the Official, or K'u-p'ing, taels exchange to *Shanghai Ta* 109.60, or K'u-p'ing *Ta* 101.85 to *Hk.Ta* 100.

The purchasing power of the Haikwan tael with regard to Native produce has hardly diminished as yet.

(f.) BALANCE OF TRADE.—The question of the balance of trade for this port is rather a difficult matter to write about, as a large amount of the trade goes on through the Likin

office, for which no statistics are available. The following figures are taken from the Customs Returns:—

YEAR.	IMPORTS: Value at Moment of Landing.	EXPORTS: Value at Moment of Shipment.	EXCESS OR EXPORTS.
	<i>Hk. Ta.</i>	<i>Hk. Ta.</i>	<i>Hk. Ta.</i>
1897.....	1,261,050	6,889,963	5,628,913
1898.....	2,597,484	5,709,458	3,111,974
1899.....	4,465,527	7,207,952	2,742,425
1900.....	4,065,895	5,422,848	1,356,953
1901.....	5,548,992	6,570,799	1,021,807

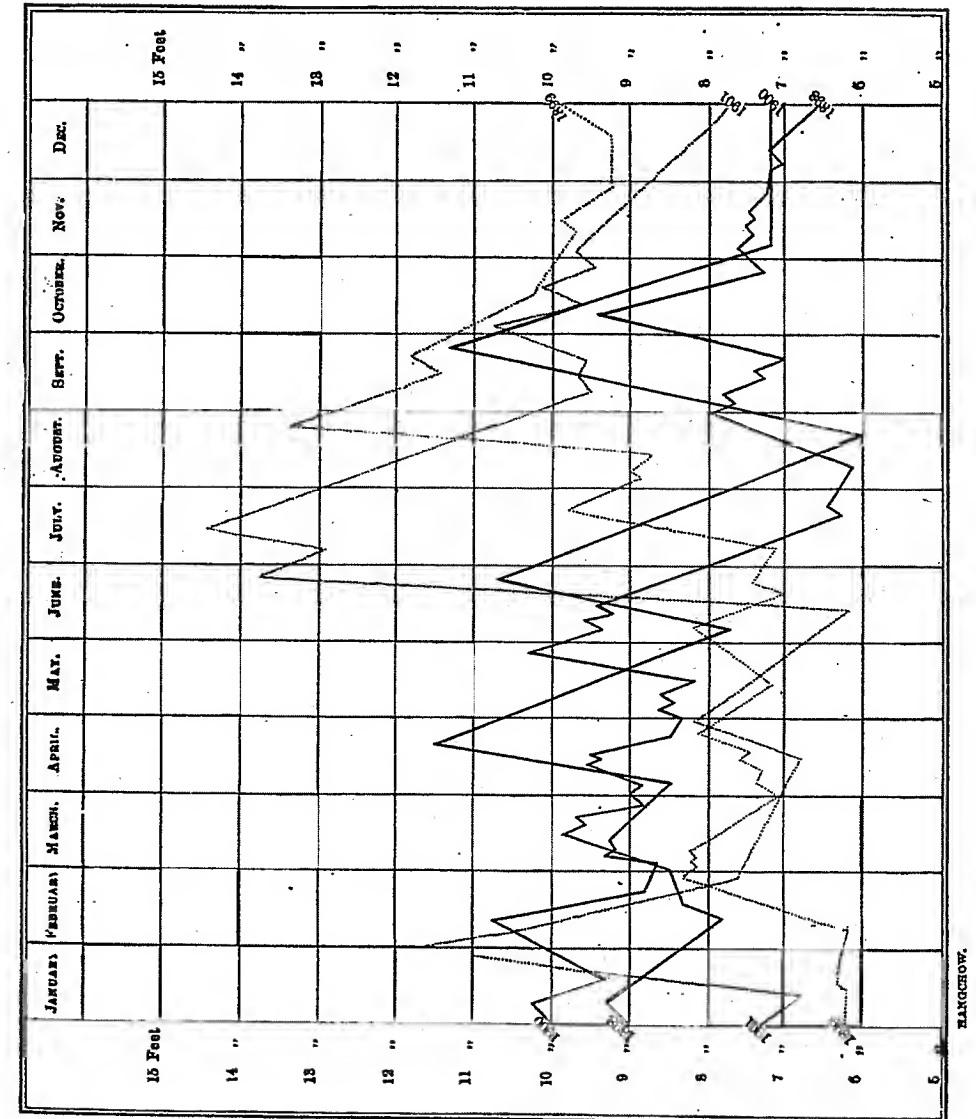
With regard to 1897, it is to be observed that the value of Tea has been calculated at the rate of *Hk. Ta.* 60 per picul throughout, without making due allowance for the fact that a comparatively small quantity of the higher priced Teas was exported, while the considerably larger quantities of the lower priced article should have reduced the figures, for values of Export, to about *Hk. Ta.* 4,759,963, giving a balance of trade of *Hk. Ta.* 3,498,913.

(g.) CHANGES OF POPULATION.—It has already been mentioned, in the introductory remarks, that Hangchow suffered greatly by the Taiping Rebellion and that 75 per cent. of the population is said to have been killed. When peace was re-established, there was an influx of immigrants from the adjacent provinces, especially from Kiangsi. These new-comers, naturally, all belonged to the poorest classes, and they have to this day retained their own dialects and customs. They came from abject poverty to a land of plenty, where the cocoon culture allows them to make a good living with very little work and trouble, and that work done mostly by the women. This easy gaining of a livelihood had soon, of course, rather a bad influence on the character of the people, who became indolent and lazy, so that it is to-day almost impossible to employ any of them as domestic servants in Foreign households. On the other hand, the absence of extensive family connexions makes them easy to govern and quietly disposed.

The European population consists, practically, of missionaries and the members of the Customs staff; the former all live in the city, and the latter are the only European residents of the Settlement, with the exception of a police superintendent. There are about 40 Japanese residing at Hangchow, most of them in the city and a few at the Settlement, in connexion with the Japanese post office, the Japanese police, and the Japanese steam-launch company.

(h.) IMPROVEMENTS.—Improvements on the Foreign Settlement nearly all date from the beginning of its existence. A solid Bund, where it faces the Grand Canal, was then constructed, and the absolutely necessary roads and bridges were built; the former have been slightly extended since, and the latter are gradually deteriorating.

There is also a police force, consisting of some 20 Chinese constables under a Foreign superintendent. Their work is no sinecure, as the business part of the Settlement is solely occupied by a collection of theatres, "sing-song" houses, and the necessary hotels, shops, livery



stables, etc., to keep those places of amusement going. Before the opening of the Settlement these places had their sites beyond the south gate of the city, and the gilded youths of Hangchow divided their attention between them and the Western Lake; now they all come to the Settlement to spend their superfluous cash, and can be seen daily driving through the streets, in condemned Sbanghai carriages, in the company of the specially imported Soochow beauties of the tea-houses.

Work on the much-talked-of *ma-lu*, or carriage road, between the Settlement and the city has not begun yet, and it is rather doubtful whether it will ever be carried out. The absolute necessity of this road is by no means apparent, and though traffic would be greatly facilitated by its establishment, it is doubtful whether the people would take advantage of it, especially if their vehicles are to be taxed, as is proposed, if using this highway. A small railway from the Settlement to the Chien-tang River would be much more to the point, and would allow a much quicker and safer transport of goods as well as passengers.

(i.) CHANGES IN WATER APPROACHES.—The trade route from Sbanghai to Hangchow on the Grand Canal has already been described in the introductory remarks. All vessels coming under the control of the Foreign Customs are obliged to travel by that route only, except when the water reaches a very low level and the canal, in several places between the towns of Chin-shan (嘉善) and Shih-mén (石門), becomes impassable; launches are then allowed to take the route *via* Ping-wang (平望), longer by 50 miles. Both these routes are marked on the map which accompanies this Report. At several places, chiefly between the just-mentioned cities, the canal is getting shallower every year, and, so far, no remedial measures have been taken by the local authorities. A registered height of 6 feet 6 inches at the Customs tidepole here obliges all but the very lightest draught launches to take the longer route. Owing to the rigid exclusion of the Chien-tang River water, the Grand Canal, and, in fact, all the other canals, depend entirely on rain for their supply of water, a long period of drought being therefore a very serious matter for trade as well as for agriculture. The average loss of water in the canal by evaporation, etc., in the summer, is about 18 inches a week; four weeks of dry weather would reduce the level of the water from its high level of 12 feet to the lowest level of 6 feet. The attached scale shows the rise and fall of water in the Grand Canal, as registered at the Customs, for the years 1898 to 1901.

(j.) AIDS TO NAVIGATION.—There are no aids to navigation of any kind in the approaches of this port.

(k.) UNHAPPY OCCURRENCES.—*Explosion of Powder Magazine.*—On the 16th December 1898, at 6.30 P.M., the powder magazine in Hangchow city exploded. This magazine was situated on the northern side of the city wall, where a Wei-yuan was in charge of it, with a guard of 100 soldiers. It was thought at first that all these men were killed, but it afterwards turned out that only three of them were in or near the premises at the time; they were killed, of course, the wife and a servant of the Wei-yuan in charge sharing their fate. These five persons, as far as could be ascertained, were the only people who lost their lives by the explosion. 400 tons of gunpowder were supposed to have been stored at the time in the magazine, and though loss of life occurred only to a very small extent, the damage to property was considerable, and would

have been much heavier still, but for the strong embankment surrounding the magazine. This, it appears, did not allow a lateral expansion of the gases until they had surmounted it, so that all the low buildings, even in the immediate neighbourhood, received little or no damage, while all the higher buildings, even at long distances, fared badly. Of the powder magazine itself not a vestige remained; everything had been blown clean out, and several deep chasms in the ground showed the tremendous force of the explosion. The crenelated upper part of the city wall in the vicinity was blown down, and the buildings of the Southern Presbyterian Mission and those of the Catholic Mission, both about 1 li distant from the site of the magazine, were badly damaged—especially the latter, evidently on account of being less substantially erected. Many of the little children in the sisters' foundling home had very narrow escapes, some of them being found after the explosion, absolutely uninjured, under the *debris* of roofs and ceilings. Further away, the Imperial Post Office had only a few windows broken, and the Church Mission property, next door to the post office, sustained some damage to its roofs. At Pao-shu-t'a (保樹塔), in the house occupied by the Foreign Likin staff, all the windows facing the direction where the explosion occurred were blown clean out. Here, and also on the Foreign Settlement, two distinct shocks were felt, following each other very close; and at the latter place, although about 5 miles away, a lot of windows were shattered in the Customs buildings and doors burst open, the fountains of several hanging lamps being blown out of their sockets. Many rumours were naturally flying about accounting for the cause of the explosion, the most extraordinary one attributing the fault to the Foreigners living on Pao-shu-t'a, who were said to have fired two shots out of a big gun at the magazine. One would have thought that the apparent imbecility of such a story would have been sufficient to ensure its instant rejection; but it is nevertheless a fact that His Excellency the Futai actually sent an official to Dr. MAIN to inquire why he fired off big guns at the pagoda. Other rumours blamed the secret societies, thieves, dissatisfaction amongst the troops, and last, but not least, a large discrepancy in the accounts of the Wei-yuan in charge of the powder magazine, this latter rumour gaining support from the astonishing fact that he, and practically the whole guard, were away from their posts. The excitement, however, soon subsided and matters resumed their normal course.

The Ch'ü-chou (衢州) Massacre, etc.—When, in the month of June 1900, the first rumours of the regrettable disturbances in the North arrived here, it was the general opinion of Chinese and Foreigners alike that in this province, so famous for its learning and its prosperity (the latter through its immense trade in silk and tea), and equally well known for the peaceful disposition of its inhabitants, no anti-Foreign outbreak of any kind was to be feared. In the beginning of July, however, affairs were assuming, unexpectedly, such a threatening aspect that the Consuls strongly advised their nationals residing in the country and in Hangchow city to seek safety in Shanghai. Nobody, however, even then, dreamt of the dreadful news that was soon to follow, and it was only after the arrival of a number of missionaries from Chin-hua (金華), who were escorted by a strong body of Chinese soldiers, and who had lost everything except what they stood in, that it was realised what fearful danger any missionaries remaining in their out-of-the-way stations were incurring; and the real facts were even much worse than our worst fears pictured them.

It appears that at the prefectural city of Ch'ü-chou eight Foreigners, belonging to the China Inland Mission, were still remaining, awaiting the arrival of three others from up country to depart together; their names were the Rev. and Mrs. D. B. THOMPSON (and two children), Miss SHERWOOD, Rev. and Mrs. WARD (and one child), Miss THURGOOD, Miss MANCHESTER, and Miss DESMOND. The Magistrate, Wu Tê-su (吳德壽), was apparently the only local official who insisted on protecting the Foreigners; but he (with all his family, except his old mother, who managed to escape dressed like a servant) was murdered first by the fanatically excited rabble. The mob, led by the train-bands, then proceeded to the house of Mr. THOMPSON, who, with his family, fled to the yamen of Taotai PAO TSU-LING (鮑祖齡) and asked for protection. He was not even admitted here, and the great man told his underlings that it was none of his business. The crowd did not want any further encouragement, but fell at once on these poor people and beat them to death, not sparing even the children. This brave deed accomplished, they hunted for, and found, Miss DESMOND and Miss MANCHESTER; it was two days before these two poor women were killed. Unfortunately, just while this slaughter was going on, the Rev. and Mrs. WARD and child and Miss THURGOOD arrived from up country in a Native boat, and were killed at once. The dead bodies of these unfortunate people were then hung on a large tree and subjected to all kinds of indignities, and were eventually thrown into a compound of the Catholic Mission with some 200 corpses of Native Christians.

Father IBAROUTHY, the only resident Catholic missionary at Ch'ü-chou, had been on a visit to one of his out-stations while this was going on, and when returning, and just about to enter the city, he was met by two Chinese, who, on perceiving him, immediately called out to the crowd that there was another "Foreign devil" who should be slaughtered also. Father IBAROUTHY naturally turned aside at once, and went to the house of one of his Native Christians, who fled with him and a good many others to the hills. There they armed themselves with clubs and prepared to sell their lives as dearly as possible. They were, however, not attacked; the courage of the train-bands either failed them or had spent itself, so that the only foe the refugees had to contend with was hunger.

After some days the troops sent by the Hangchow officials arrived on the scene, and restored order sufficiently to allow the only Foreign survivor of the Ch'ü-chou massacre, Father IBAROUTHY, to leave for Hangchow under escort. It was not till he got safely here that the horrible particulars of this atrocious outrage became known, only vague rumours having reached the outer world, which still permitted some hope to be retained that at least some of the people had escaped. Serious rumours of fresh anti-Foreign outbreaks were rampant, and caused great fear that the movement might spread down the Ch'ien-t'ang River and to the city of Hangchow; so on the 6th August Bishop MOULE, with the remainder of the Protestant missionaries, left the city and went to Shanghai. In Hangchow there remained now only the Rev. Father WITTIE and three sisters of the Hôpital de St. Vincent, who felt that they ought not to abandon their 60 orphans until the very last moment. They took all possible precautions, by cutting small doors for an eventual escape through the back wall of their premises; and, thanks to the vigilance of the city officials, their pluck was rewarded and they remained unmolested.

On the 6th August the British and Japanese Consuls also left the city and migrated to the Settlement, where the Commissioner's house and the various Customs buildings had to accommodate the Consul and both the Customs and the Likin staffs, which latter had also left their house on the borders of the Western Lake—a rather unprotected situation. An anxious month was spent here, the only remaining Foreigners keeping to their posts expecting every moment to realise the necessity to withdraw. A steam-launch, specially chartered, was kept ready at the Customs Jetty, and arms and ammunition were provided for any emergency, which, fortunately, never came. Even with a launch at their disposal, it is extremely doubtful if this little band of Foreigners could have reached a place of safety, through miles of narrow canals, especially as at least several hours had to elapse before the Catholic missionaries from the city could get down, without whom a withdrawal was not contemplated.

By the end of August the greatest danger was over, and the strong measures of the provincial authorities had prevented all disturbances. The Settlement was guarded by a specially sent force of disciplined soldiers, under the command of the energetic Captain WU CHUNG-HSUAN (吳忠選), and all missionary premises in the city had also special guards. The officials supplied food to the many silk weavers out of work at that time, thereby alleviating hunger, and with it possible excesses. The gates were closed early and opened late, and were specially guarded to prevent the ingress of any bad characters. On the 31st August the Japanese Consul moved back into his old quarters in the city; but it was not till February of the following year that the missionaries were allowed by their Consuls to return to their stations.

At Kashing the authorities sent 20 guard-boats to protect the Customs station, and nothing happened there actually to disturb tranquillity, though alarming rumours of all kinds were abundant.

In December 1900 His Excellency SHENG HSUAN-HUAI (盛宣懷) was appointed special Commissioner to inquire into the Ch'u-chou affair; but his other duties as Peace Commissioner prevented him from coming here. The Ch'u-chou Taotai, the Prefect, the Brigadier-General, and the Tu-su were all arrested, together with some of the ringleaders in the disturbance. The Taotai PAO TSHU-LING (鮑祖齡) was degraded and banished for life, the Prefect HUNG (洪) was degraded, the Brigadier-General died, and the Tu-su CHOU CHIH-TÊ (周之德) was beheaded outside Hangchow city gate on the 25th August, while 13 of the principal actors and ringleaders of the massacre were overtaken by the same retribution on the 8th September 1901.

Explosion at Powder Factory.—On the 24th November 1900 another gunpowder explosion occurred, at the powder factory in Hangchow city. Some 10 men were killed outright and 20 others wounded, several of whom succumbed to their injuries later. The building was pretty well demolished, but, owing to its isolated position and the comparatively small quantity of powder on the premises at the time of the explosion, little damage was done to other property. The actual cause of the explosion will never be ascertained, as all the eye-witnesses were killed.

Floods in June and July 1901.—On the 16th June 1901, after several months of rather dry weather, the water in the Grand Canal fell to the very low level of 6 feet 2 inches, as

registered on the Customs tidepole. Five days later, however, there commenced a steady down-pour, lasting until the 14th July, which brought up the water again to 14 feet 1½ inches, the highest level ever authentically recorded here. The towing-paths along the banks of the canal in the vicinity of the Settlement were over 2 feet under water and all the low-lying land within miles flooded. The continuous rain did a great deal of damage to the lightly-built Native houses, and the unusual current caused by the overflow of the higher level of the Hai-ning canal washed away the embankment under the bridge connecting the Foreign Settlement with the Japanese Concession. About 60 feet of the boundary wall surrounding the new British Consulate subsided, together with its foundations, into the canal; and most of the paddy crop in this neighbourhood was destroyed, and had to be replanted, often with imported seed, after the inundation had subsided. The cotton crop was also practically destroyed, and what remained of it was eventually not worth gathering. All the damage done by the inundation around this place was, however, insignificant, compared with the devastation the overflowing Ch'ien-t'ang River and its affluents caused to the adjacent country. Here whole villages were completely swept away, hundreds of people drowned, and crops of every description completely ruined. The prefecture of Yen-chou (嚴州) suffered most of all, and in it especially the district of Tung-lü (桐廬). The Magistrate of that place, a young man of the name of CH'ENG TEAN-CHING (程贊清), went himself, day and night, in a boat to rescue the inhabitants of the flooded villages, and by his own courage and exertions saved the lives of many who would otherwise have perished. At T'un-hsi (屯溪), the head-quarters of the Anhwei tea merchants, and the place where those teas are finally collected for transportation to Shanghai *via* Hangchow, the water flooded the lower stories of the godowns, and the tea had to be carried to the upper floors and even to the roofs; it was a matter of congratulation that the houses stood the strain of such heavy weight, so that the leaf was able to escape without much damage.

(L) **DISTINGUISHED VISITORS.**—On the morning of the 17th April 1899 their Royal Highnesses Prince and Princess HENRY of Prussia visited Hangchow. They were accompanied by Consul General Dr. KNAPPE and four members of their suite. Unfortunately, their steam-launch met with an accident before reaching Kashing, and a good deal of time was lost before another one could be procured. They returned to Shanghai the same night, after visiting some of the most famous places and sights in the city and on the Western Lake.

On the 14th November 1899 Prince KONYÉ visited Hangchow.

(m.) **DEGREES, ETC.**—According to Chinese official records, there were, during the last 10 years, 88 men from this province who obtained the *chin-shih* (進士) degree at the metropolitan examinations, viz., 24 in 1892, 25 in 1894, 14 in 1895, and 25 in 1898. 16 of these became Hanlin (翰林) Compilers, but none of them won the degree of *chuang-yüan* (狀元). Two scholars were lucky enough to pass their examinations as *pang-yen* (榜眼), namely, WU SHIH-CHIEH (吳士鑑), a native of Hangchow, in 1892, and YÜ CH'ANG-LIN (喻長霖), a native of Tai-chou, in 1895; the degree of *tan-hua* (探花) being obtained by YÜ PI-YÜN (俞陛雲), a native of Hu-chou, in 1898.

(n.) **LITERARY MOVEMENTS IN DISTRICT.**—Under special literary movements may be mentioned the opening of the provincial high school (浙江大學堂) on the 3rd December

1901, organised in conformity with the Imperial Decree issued in September. There is no Foreigner attached to this school, but Western science is given a prominent place among the usual subjects of Chinese studies. The 杭州白話報 a kind of magazine published every 10 days in the colloquial, and giving the current news and instructive articles, also deserves special mention. The tendency of the paper is decidedly progressive and somewhat sceptic.

(c.) ESTIMATES AS TO POPULATION, EDUCATION, ETC.—The number of *hsiu-tsai* allotted to the province is 2,245, and of *chü-jên*, 108; of these, 15 and 4, respectively, are specially reserved for the Manchu garrison of Hangchow and Cha-p'u (乍浦).

In the absence of any statistics on education, any attempt to answer the question as to what per-centage of the population is able to read is mere guesswork and of no value. Women just as seldom receive any education as in other provinces.

(p.) PHYSICAL CHARACTER OF PROVINCE.—Concerning the general character of Chehkiang, I may quote here an extract from the last Ningpo Decennial Report. Mr. Commissioner MERRILL said:—"The southern and western portions of the province, comprising the greater part of the prefectures of Yen-chou, Ch'u-chou, Chin-hua, Ch'u-chou, and Wenchow, are very mountainous, and have comparatively little fertile and cultivable land. The four *fu*, Tai-chou, Ningpo, Hangchow, and Shao-hsing, have broad tracts of alluvial plain with numerous hills; Chia-hsing-fu and Hu-chou-fu are level. The province is drained, principally, by four streams, of which the most important waterway is the Ch'ien-t'ang-chiang, which, though not navigable for large craft, furnishes a route for small boats through nearly the whole length of the province. The Yung, the river on which Ningpo is situated, has deep water up to Ningpo, where it is divided into two branches, the northern branch, with its connexions, natural and artificial, forming a most valuable waterway for the conveyance of goods to and from the interior. The other two principal streams flow through Tai-chou-fu and Wenchow-fu respectively, the Ou being navigable for steamers as far as Wenchow."

Scrutinising more in particular the northern part of the province—the Hang-Chia-Hu intendency, with the provincial capital Hangchow,—we find that the country north of Hangchow city is evidently alluvial soil carried down and deposited by the Yangtze. The numerous shallow lakes are doubtless the remains of the former delta, and the caves in the limestone rocks near the city still bear witness that the sea once washed the foot of those hills. Enormous deposits of small sea shells are everywhere found 6 to 10 feet under the ground. After the river had done its share, the work was finished by human hands: walls were built to prevent the sea from reclaiming what the river had conquered, canals were dug to provide high land for agriculture, and, after severe struggles, the whole work was completed by the building of the sea wall. The number of canals, large and small, intersecting this alluvial land is wonderful; it would be difficult to find a place where one could walk for 15 minutes in a straight line in any direction without meeting a canal. Near Hangchow granite bridges abound, many of them fine structures with three arches, and high enough to allow good-sized junks to pass under them with masts standing. Further away bridges are only found on the high-roads, and even there are often replaced by ferry-boats. All the way from Hangchow to Hu-chou one only passes through about three bridges, while at the same time the country south of Hu-chou, as far as the Grand Canal, is

a network of canals, and every farmer lives, so to say, on his own small island, his only means of communication being by boat. The heavy clay, replenished and manured every year by the mud dug out from the bottom of the canals, produces magnificent soil for the mulberry tree. Every paddy field or lotus pond is surrounded by these trees, the canals are bordered by them, and whole alleys face the sides of many roads. It seems impossible that such quantities of mulberry leaves can be used, though the knotty branch-ends prove that the young shoots are cut regularly every year to feed the Chehkiang man's pig—the voracious silkworm. All the transport in these parts of the province is done by boat; there are no carts and very few wheel-barrows.

West of Hangchow are long, well-wooded mountain ranges, which provide, through the large town of Yu-hang (餘杭), situated about 17 miles west of Hangchow, the low, treeless country as far as Shanghai with timber, firewood, and charcoal. Amongst these hills, and those to the south-west of Hangchow, the famous Looungching tea is grown, of which the best quality sells at the high rate of \$2 per catty.

The country through which the Ch'ien-t'ang River flows produces paper, hams, and timber, boats being everywhere the principal means of transport.

(q.) NATIVE SHIPPING.—In a country like this, intersected in all directions by a network of canals, and where practically all the carrying of goods is done by boats, the number and variety of the Native shipping is, of course, enormous. The following table furnishes particulars as to the various kinds of Native craft employed here and their carrying capacity:—

CLASS OF CRAFT.	Capacity.	Where from.	Trade in which employed.	No. of Crew.	Cost.
	<i>Piculs.</i>				\$
江山船.....	300 to 600	Chin-hua, Ch'u-chou, and Yen-chou.	General	6 to 10	300 to 700
義烏船.....	400 " 800	" " "	"	5 " 10	400 " 700
蘆烏船.....	100 " 400	" " "	"	4 " 6	200 " 400
交白船.....	200 " 500	" " "	"	8 " 13	1,000 " 1,300
海船.....	200 " 500	Fuhkien and Ningpo.....	Kerosene	4 " 9	700 " 1,000
開槽船.....	500 " 800	Yen-chou.....	Firewood; charcoal	5 " 6	500 " 800
明塘船.....	700 " 1,000	"	"	5 " 8	600 " 900
烏山船.....	300 " 800	Ningpo and Shanghai	General	3 " 6	300 " 1,200
百官船.....	300 " 900	" "	"	3 " 6	300 " 1,200
烏蓬船.....	100 " 400	" "	"	5 " 7	150 " 250
菱湖船.....	100 " 200	Kaashing and Hu-chou.....	Paddy	2 " 4	300 " 500
無錫西庄船.....	300 " 700	Soochow and Shanghai	General	6 " 7	1,000 " 1,400
常州船.....	100 " 400	" "	"	4 " 6	500 " 900

CLASS OF CRAFT.	Capacity.	Where from.	Trade in which employed.	No. of Crew.	Cost.
	<i>Piculs.</i>				<i>8</i>
常熟船.....	100 to 200	Soochow and Shanghai	General	3 to 5	400 to 800
江北船.....	60 " 100	" "	"	2 " 3	70 " 200
蘆墟船.....	70 " 200	" "	"	3 " 4	200 " 400
蔣村船.....	400 " 1,000	" "	"	4 " 6	500 " 1,300
長安船.....	500 " 800	" "	"	5 " 6	600 " 900
湖邊子船.....	50 " 100	" "	"	2 " 3	120 " 200
滿江紅.....	300 " 600	" "	General; passengers	8 " 12	1,000 " 3,000
浦鞋頭.....	200 " 400	" "	"	5 " 9	600 " 1,200
南灣子.....	200 " 600	" "	"	5 " 9	600 " 1,200
無錫快.....	200 " 300	" "	"	4 " 7	700 " 1,100
吳江快.....	70 " 200	" "	General	3 " 6	400 " 900
絲綢船.....	50 " 100	" "	"	3 " 5	500 " 800
駁船.....	100 " 300	" "	"	2 " 4	200 " 600
航船.....	50 " 100	Inland places.....	"	4 " 5	200 " 300
小搖船.....	About 10	Within the harbour.....	Passengers	1 " 2	70 " 90
脚划船.....	"	Throughout Chehkiang.....	Passengers; mail	1 " 2	30 " 40

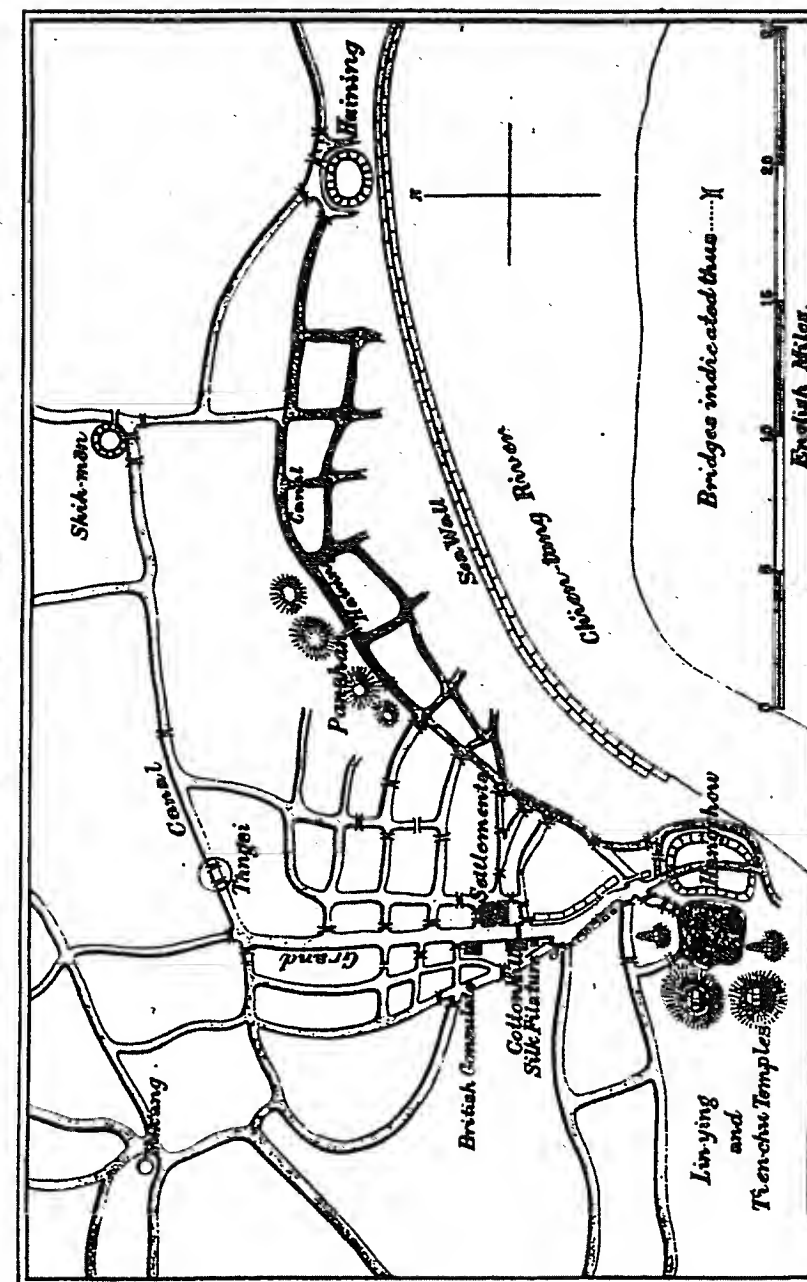
None of the above Chinese vessels are provided with papers or registers of any kind.

Unless under the control of the Imperial Maritime Customs, none of the Native craft, with the exception of sea-going vessels, are supplied with any registers by the Native authorities, and none of them effect any insurance on the goods they carry. Complete wrecks are rare; ordinary collisions with another boat or a stone bridge are frequent, but do only little damage, generally easily to be repaired.

The Anhwei tea is collected for shipment at Tun-hai (屯海), a place that has given its name to the famous Twankay tea, and is brought on by the *I-ho* and *Chuang-shan* boats, which on their way down have to pass 72 large and small rapids before reaching Tung-lu. The freight varies from 20 to 50 cents per chest, in proportion to the depth of water in the river prevalent at the time of shipment. If the water is very low the trip is, naturally, somewhat dangerous, and the boats are frequently wrecked and the cargo lost; there is seldom, however, any loss of life. These boats carry the tea to a point on the Ch'ien-t'ang River called Wén-chia-yen (聞家堰), about 50 *li* from Hangchow city, from whence they generally return empty, and are hauled up the rapids by gangs of coolies or by buffaloes. The tea crosses the river in other boats, and is

WATERWAYS NEAR HANGCHOW

HIGH-LEVEL CANALS IN RED; LOW-LEVEL CANALS IN BLUE



carried over the river wall and then reloaded into *po ch'uan*, which in turn bring it through the city canal to a point outside the North Gate. There the tea is again transhipped into a similar kind of boat in the lower level of the Grand Canal, and conveyed as far as the Foreign Settlement, where it is finally transhipped into *Wusieh kuais* and goes on to Shanghai in tow of the "train" launches. The tea merchants declare that, notwithstanding the numerous transshipments, the tea packing is much less damaged than by taking the route *via* Ningpo.

The *Wusieh kuai*, in all its varieties and sizes, is the most important and useful boat in this neighbourhood; it is almost exclusively used by the launch companies for carrying passengers and cargo to Shanghai and Soochow. Very few of these are chartered by the month, mostly being engaged for one trip, or occasionally by the day, at the rate of \$2 to \$3, according to size and demand. They are worked by the owner and his family, who all live in the boat, and who engage special men if additional crew be required; these additional men earn about 10 cents a day and their food. The profits of the boat may be reckoned at 10 per cent. of the cost.

The 海船 are small coasting junks, carrying cargo, principally pigs from Hai-ning. These boats allow the outgoing tide to settle them on the stone platform extending at the foot of the river wall, and there load up, the goods being brought down the steep wall steps by two men who keep their balance by leaning against a long bamboo pole stuck into the ground. When the boats are fully loaded, they there await the bore, partially sheltered by one of the breakwaters and securely held in their places by strong bamboo hawsers carried out ahead and astern, the crew keeping them clear of the sea wall by bamboo poles and fenders. Close inshore the bore does not break, but the fearful rush of water is quite enough to give the whole of the crew a very lively quarter of an hour. At spring tides the boats seem to be suddenly lifted up 15 feet or more, and the rolling and tossing about they receive would shake an ordinary boat to pieces. They live through it, however, and seldom suffer more damage than a broken mast.

The 脚划船, commonly called foot-boats, strike one, at first, as very curious. There are a great number of them about, and they really make despatch-boats *par excellence*. They are small, flat-bottomed boats, all covered in by a mat roof, so low that a person can only sit or lie down in them. The sole occupant, who propels them, is seated in the stern, and works a long oar with both feet, while steering with another shorter oar held in his hands. Nearly every large hong owns one of these boats, generally decorated with elaborate designs executed in gorgeous colours; the postal hong uses them for carrying their mails, and the land-owners agents collect the rents in them, etc., etc.

(7.) NATIVE BANKS.—Twenty large banks, besides five more with contrivances for melting and casting sycee shoes and ingots, do business at Hangchow city. They go in for local business only, and remit to and from the principal business places within this province, as well as Shanghai and Soochow. Their principal transactions consist in advancing money to firms of good standing dealing in silk or rice. No security besides an I.O.U. is required in such cases, and the interest varies from 4 to 7 per cent. per annum—an exceedingly moderate charge in comparison with other provinces. They also advance money as mortgage on silk, but on no other goods. Besides the above-mentioned banks, there are also the *Jih Sheng Ch'ang*.

(日昇昌) and the Yüan Fêng Jun (源豐潤) Banking Corporations, who are the largest in the province; they do any kind of banking business and have agencies or branches all over China.

(s.) NATIVE POSTAL HONGS.—Before the establishment of the Imperial Post Office there were over 20 Native postal hongas doing an extensive business here. Their number, however, was gradually reduced, so that at present no more than 10 establishments exist, and even those working with a largely reduced staff. The rates charged by these Native postal hongas varied from 14 cash (the lowest) to 400 cash (the highest) for a letter, according to distance and transmitting facilities. Letters for Kweichow, Yunnan, Kwangsi, Szechwan, Honan, Shansi, and Shensi had to pay the highest rate, 200 cash per letter being charged to Chihli, Kirin, Shantung, Hunan, Hongkong, and Formosa, while the 100-cash rate applied generally to Hupeh, Anhwei, Kiangsi, Fuhkien, and Kwangtung. For places within Chehkiang and Kiangsu the charge varies from 14 to 100 cash. The postage is generally paid by the addressee, but can also be wholly or partly prepaid by the sender, who in that case notes the fact on the envelope.

The Imperial Post Office, opened in Hangchow city in 1896, has since then made a very good advance. There are branch offices at Shao-hsing, Kashing, Hn-chon, Nanzing, and also, during the summer months, at Sanjaopoo, a village at the foot of the Mo-kan hill range, for the convenience of visitors at Mokanshan. There are box offices under the control of the Hangchow head office at Chia-shan (嘉善), Ping-hn (平湖), Chên-tsé (盛澤), Ko-ch'iao (柯橋), Hsiao-shan (蕭山), and Ton-mên (桐門), besides a number in Hangchow city itself and one at the Foreign Settlement. The mails between Hangchow, Kashing, Soochow, and Shanghai are carried by the Tai Sung Chong Steam-launch Company, their launches taking about 15 hours from Hangchow to Kashing, or about 30 hours for the whole trip to Shanghai. The mails between Hangchow and Soochow are carried by the same steam-launch company, and take about 20 hours. Mails from Hangchow to Nanzing, and from there to Soochow, are carried by hong boats, one being despatched daily; Hangchow to Nanzing takes about 30 hours, and from there to Soochow 20 hours. Mails from Nanzing to Kashing go *via* Shanghai; time, about 40 hours. Mails from Shao-hsing to Hangchow are despatched by hong boats as far as Hsi-hsing (西興), and are from there carried by mail-carriers, reaching Hangchow in about 16 hours. Mails between Hangchow and Mokanshan are carried by hong boats in about 6 hours time. A daily mail is despatched from Shao-hsing to Ningpo *via* Pai-kuan (百官) and Yü-yao (餘姚). The map accompanying this Report shows the head offices, the branch offices, and the box offices of the I.P.O.

It must be mentioned here that the Japanese also have a post office, situated about a mile to the south of the Settlement. They do not make use of the Chinese Imperial Post in any way, and their mails are carried by the Japanese Taito Steam-launch Company under contract.

(t.) MARITIME CUSTOMS SERVICE.—The Customs staff at Hangchow consisted in 1897 of one Commissioner, two Assistants, four Chinese Clerks, one Tidesurveyor (in charge of Kashing station), and three Tidewaiters. In May 1898 the special Likin staff of the Eastern Chehkiang Likin Collectorate arrived here, and took up their quarters in a house rented for the purpose on the northern shore of the Western Lake; the staff was made up of one

Likin Deputy Commissioner, two Assistants, two Chinese Clerks, two Chinese Writers, and one Foreign Examiner. In September 1901 the management of the Likin Collectorate was made over to the Commissioner, the Customs and Likin staffs, as one, having the following charges on their list of employes: one Commissioner, three Assistants, one Tidesurveyor (at Kashing), two Examiners (of whom one is stationed at Kashing), four Tidewaiters (including one at Kashing), eight Chinese Clerks (including two at Kashing), and four Chinese Writers. The gradual increase of the Revenue and the expansion of trade will soon necessitate another increase in the staff, especially at Kashing, that station being rather undermanned at present.

There being no Native Customs offices within the sphere of this port, the transfer of these establishments to the management of the Foreign Customs, in October 1901, did not affect the Customs work here.

(u.) SPECIAL DEVELOPMENTS.—Under special developments from a Foreign point of view must be mentioned the establishment of a college for silk culture, in which Mr. Commissioner KING took a prominent part. The college was first opened in the end of 1897, but did not do anything of any consequence till the beginning of 1899. The place is now under Japanese management, and has room for 50 students. In the years 1900 and 1901 a number of these students were sent into the principal silk-producing centres, to teach the farmers how to prevent the spread of the calcino disease, which in former years did, and does even now, great damage, especially at Wusieh, in the Kiangsu province. Unless with the help of strong coercive measures from the authorities applied to the farmers, it is, however, extremely doubtful whether these students will be able to do much good, as they have to combat against time-honoured usages—the most formidable foe to any innovations. So far, the silkworms in this neighbourhood have been wonderfully free from disease, and the only thing the farmer fears is unsuitable weather during the spinning season. All his methods and appliances are as crude as they can be, and the whole process is carried on in his own dark and badly ventilated hut, without any provision for artificial warmth, in case of cool weather, which often, after an early spring, sets in again, accompanied by heavy rain, and may thus ruin the greater part of the whole crop.

The Hangchow Cotton Mill, which was begun in the year 1896 and finished in 1897, is situated on the western side of the Grand Canal, right opposite the Foreign Settlement. The plant consists of 15,000 spindles, and the output during the years 1898 to 1901 has been 2,000,000, 3,000,000, 2,300,000, and 1,800,000 lb., respectively. The buildings are lighted by their own electric plant of over 500 16-candle power lamps, and contrast advantageously at night with the very deficient street illumination.

The Hangchow Silk Filature, erected in 1896, was evidently not a success, as it worked only during one season, and was stopped in the spring of 1898, never to open again.

In 1898 Governor LIAO SHOU-FENG opened a Military College in the city, and engaged several Japanese officers as drill instructors. In the same year also the Manchu garrison commenced to drill in a semi-Foreign style.

(v.) MISSIONARY SOCIETIES.—Amongst the various Protestant missionary societies, the Church Mission holds the most prominent position in this province. Its clerical head is Bishop MOULE, now over 42 years a resident of Hangchow. Their most important work is carried on at

a large hospital, right in the heart of the city, for over 20 years under the charge of Dr. MAIN. About 13,000 out-patients seek aid there during the year and over 1,000 in-patients are attended to. The Church Mission has, altogether, 17 Foreign missionaries at Hangchow, and claims 470 converts. The other Protestant missions having establishments here are: the American Presbyterian Mission, North, with 10 Foreign workers and 266 converts; the American Presbyterian Mission, South, with 12 missionaries at Hangchow, seven at Kashing, and four at Sinchang, and a total of 268 converts; and the American Baptist Mission, with two Foreign missionaries and 42 converts. Besides these, there are two independent missionary ladies, who have started a school for Chinese girls at the Settlement, and are unconnected with any society.

By far the oldest established mission here is the Roman Catholic one, which during the reign of the Emperor K'ANG HSI already counted about 15,000 converts. K'ANG HSI, on the occasion of one of his frequent visits to Hangchow, spoke very highly of the good behaviour of the Native Christians, who, however, under the reign of his successor, YUNG CH'ENG, had to suffer great persecution, resulting in the death of large numbers and the disappearance of the survivors. It was not until Mgr. RAMEAUX was appointed Bishop for Chehkiang and Kiangsi that work was commenced again here by the Lazarists. At the time of his death, in the year 1843, so much of the lost ground had been recovered that Mgr. LA VAISSIERE was appointed Bishop for the Chehkiang province alone; after him came Mgr. DANICOURT, and then Mgr. DELAPLACE. The latter found, in 1856, a stone tablet with the inscription of YUNG CH'ENG's Decree giving the mission property and premises to the Chinese priests. A copy of the inscription taken from a rubbing of this tablet is attached to this Report (*see* Appendix). Mgr. DELAPLACE laid claim to the property, and was successful in regaining possession of it. The Roman Catholic church, a very modest, half-Chinese structure, originally built during the reign of K'ANG HSI, was then still standing, and stands to this day. During the siege of Hangchow, and the ultimate capture of the place by the Taiping rebels, Father MONTAIGNEUX, the first resident missionary, lived in these premises; he was treated with great respect by the Taiping Wang, and sent out of harm's way to Shanghai under an escort. The present Bishop is Mgr. RENAUD, who resides at Ningpo, the Rev. Father WITTIB being in charge of the Hangchow branch, where he is assisted by one Foreign and four Chinese priests. Under his charge are the churches in four prefectures, Hangchow, Hu-chou, Yen-chou, and Shao-hsing, with about 2,000 baptised Christians and 15,000 adepts. In Hangchow itself this mission claims 400 Christians and 200 adepts, and on the premises, in the poor school, 60 Chinese boys receive schooling, board, and lodging free.

Next door to the Roman Catholic Mission are the sisters of the Hôpital de St. Vincent, who commenced work, in the year 1869, with a very small hospital. In 1870 a foundling home and orphanage was added, and there are now eight sisters, having taken, up to the end of 1900, 1,246 infants. They now receive, on an average, 100 children every year, of which number about two-thirds die; the remaining third are brought up and educated, and mostly eventually marry members of the church. The sisters keep, besides, a poor school, teaching there about 40 girls, and have also an establishment for the cure of opium-smokers, generally with about 400 patients during a year. The hospital under their charge has 600 to 700 patients a year,

and they dispense medicine free of charge, at their dispensary, to some 150 persons daily. The mission derives its funds from the Société de Sta. Enfance and the Société de la Propagation de la Foi, whose head-quarters are at Lyons and Paris. The orphans, who are clothed and taught by the sisters, contribute to the income by making laces and embroideries. Really beautiful work is turned out by them, in consequence of which they have more orders than they can fill. A selection of their work was sent to the Paris Exhibition of 1900, and gained a gold medal.

(w.) GUILDS.—Probably on account of Hangchow being the capital of this province, all the other provinces have *hui-kuan* here. Some of them are very fine and extensive buildings, especially those of Kiangsu and Honan. These *hui-kuan*, or clubs, are generally erected with money subscribed by the gentry and the officials of the respective provinces, and are under the charge of a committee, to whom all important matters are referred. There is a caretaker to look after each place, and it is his office to admit qualified visitors, who have, however, to provide their own food. These clubs have always a small temple, a cemetery, and a hall, for keeping coffins till the time for burial arrives, within their precincts, where religious rites and sacrifices to the spirits of the deceased are performed twice in every year. It appears that only the Kiangsi *hui-kuan* is controlled by the merchant class, all the rest being under the management and support of officials, more or less for the use of their own class only. Permission to reside for one month can only be obtained from the head or chairman of the committee. There is comparatively very little charitable work done by the various *hui-kuan* here. Their respective provincial members are supposed to meet once a year to discuss matters appertaining to their welfare, but nobody but the officials attend.

As far as can be ascertained, there are Chehkiang *hui-kuan* in almost all places of importance in the other provinces.

(x.) CELEBRATED OFFICIALS.—A list of celebrated officials sprung from this province who have held office during the last 10 years is here given:—

NAME	RANK ATTAINED.	BIRTH-PLACE.	REMARKS.
WANG WEN-SHAO..... 王文韶	Grand Secretary; Viceroy of Chihli.....	Hangchow.	
HSE K'ING-SHEN..... 許庚身	President, Board of War.....	" ..	Deceased.
KO PAO-HUA..... 高寶華	" " Punishments.....	Shao-hsing.	
CH'EN YING-FU..... 錢應溥	" " Works.....	Kashing.....	Deceased.
CH'EN PANG-SUI..... 陳邦瑞	Vice-President, Board of Finance.....	Ningpo.	
HU YÜ-P'EN..... 胡燏棻	" " Works.....	Shao-hsing..	Also Director General of Railways and Mines.
WANG MINO-LUAN... 汪鳴鑾	" " "	Hangchow...	Retired.
SHEN CHIA-P'EN..... 沈家本	" " Punishments..	Hu-chou.	
CHU TSU-MOU..... 朱祖謀	" " Rites.....	"	

NAME	RANK ATTAINED.	BIRTH-PLACE	REMARKS.
Hsu YUNG-I.....	徐用儀 President, Board of War.....	Kashing.....	The three martyred patriot Members of the Tsungli Yamen.
Hsu CHING-CH'ANG...	許景澄 Vice-President, Board of Civil Appointments.	"	
YUAN CH'ANG.....	袁 昶 Minister of the Court of Sacrificial Worship.	Yen-chou...	
T'AG MU.....	陶 模 Viceroy of Liang Kwang.....	Kashing.	
SHEN PING-CH'ANG...	沈秉成 Governor of Anhwei.....	Hu-chou.....	Deceased.
CHANG YAO.....	張 曜 " Shantung.....	Hangchow...	"
YU LIEN-SAN.....	俞廉三 " Hunan.....	Shao-hsing.	
LU YUAN-TING.....	陸元鼎 Treasurer of Kiangsu	Hangchow.	
CHANG YUEH-NIEN...	張岳年 " Shensi.....	Ningpo.....	Deceased.
SHEN CHIN-HSIANG...	沈晉祥 " Kansuh.....	Hu-chou.....	"
HUANG TI-FANG.....	黃體芳 Literary Chancellor of Kiangsu.....	Wenchow.	
SHANG PING-WEI.....	盛炳緯 " " Kiangsi.....	Ningpo.	
WU SHIH-CHIEN.....	吳士鑑 " " "	Hangchow.	
FAN KUNG-HSU.....	樊恭煦 " " Kwangtung.....	"	
Hsu CH'í.....	徐 琪 " " "	"	
WU CH'ING-CH'ÍH...	吳慶坻 " " Szechwan.....	"	
CHANG YÜ.....	張 預 " " Hunan.....	"	
YAO PING-JAN.....	姚丙然 " " Shantung.....	"	
YEH ÊEH-K'AI.....	葉爾愷 " " Shensi.....	"	
SHEN WEI.....	沈 衛 " " "	Kashing.	
CH'IKEN CHÜN-HSIANG	錢駿祥 " " Shensi.....	"	
CHU FU-HSIEN.....	朱福銑 " " Honan.....	"	
Hsia CH'í-YÜ.....	夏啟淪 " " Kansuh.....	Ningpo.	
WU WEI-PING.....	吳緯炳 " " "	Hangchow.	
YANG WEN-TING.....	楊文瑩 " " Kweichow.....	"	
YAO WEN-CHO.....	姚文倬 " " Yunnan.....	"	

(y.)

(z.) PROSPECTS.—The future of this locality will greatly depend on the carrying out of improvements for easier communications with the sea and the inland country. To attain this result it is not at all necessary to invest and sink large sums in railway enterprises. What is required is to deepen and widen the existing waterways in some places, and to cut off some

awkward corners in others; that done, the present network of canals will serve its purpose very well. As far as communication between the Foreign Settlement, the Hangchow city, and the Chien-t'ang River is concerned, a radical change should be made. Instead of the numerous transshipments now necessary, at places easily to be traced by reference to the small map attached (where the higher-level canals and the lower levels are both shown), simpler means of transport must be devised, either by the construction of a small railway or by an improved waterway passing outside the city wall. The present canal intersects the city, and is full of traffic to such an extent that it takes a cargo-boat not unfrequently several days to get through. A railway is probably the better plan of the two just-mentioned alternatives, and need only be some 8 to 10 miles long. No great structural difficulties are to be encountered on this line, which, considering the amount of passenger traffic and transport of cargo to be expected, must give big dividends. If the Chien-t'ang River is navigable for steamers—and some Chinese claim that it is, notwithstanding the bore and many eminent opinions to the contrary,—then all efforts should be made in that direction, and with Hangchow converted into a sea-port, its commercial and industrial possibilities would increase tremendously.

There are great prospects in the silk industry in this part of the province, and an up-to-date raising of cocoons would yield much higher profits than at present. The Hangchow cocoons rank second only to those reared at Wusieh, and it is solely owing to the antiquated methods adopted by the Chinese silk farmer that the yearly cocoon crop is attended by such uncertain results. The market price at Hangchow per picul of wet cocoons in 1897 was \$27.40; in 1898, \$30; in 1899, \$34; in 1900 it rose to \$38.50, and fell again in 1901 to \$28.50—a variation which easily explains the frequent failures of silk filatures, who sell their output in advance and are afterwards unable to buy the necessary supply of cocoons at a paying price.

In conclusion, I would point out that those parts of the province coming more especially under the influence of the two other open ports, Ningpo and Wenchow, have been left to the Commissioners of those places to deal with.

P. VON TANNER,
Commissioner of Customs.

CUSTOM HOUSE,
HANGCHOW, 31st December 1901.

皇上御極之初洞燭其奸黜其人皆歸南澳不得盤居內地而直省之所爲天主堂者將以次而收矣顧其制皆崇隆巍煥非編戶之所可居空之又日就傾圯去荒誕狂悖之教而移以奉有功德於蒼生之明神不努力而功成不煩費而事集此余今日收武林天主堂爲天后宮之舉也雖然自利瑣寶之入中國迄今幾二百年浸淫沉溺惑其教者未必一旦有豁然之悟卽悟矣視如今日二氏之說雖無富於聖賢道德之旨不妨存而不論以見天地之大無所不有此其得罪於天而爲害於人心風俗者卒未大白於天下也余既深知而熟悉焉不申其罪無以服附和之心不誅其心無以破奸詭之胆教稱天主是風雨露雷陰陽寒暑彼皆得而主持之也不知未有天主之前竟將無有陰陽寒暑風雨露雷乎抑別有主持之者俟天主出而授之柄乎此其謬一也入其教者必先將本人祖宗父母神牌送與燬棄以示歸教之誠不知天主生於空桑乎抑亦由祖宗父母而生也彼縱生空桑亦不得率天下之人而盡棄其水源木本之誼況人之所以敬天奉天者以天實能生人生物耳今以生我之父母祖宗而棄絕之不知尙何取於生人生物之天而敬之奉之此其謬二也棄絕父母祖宗者欲專其敬於天主也然聞西洋之俗亦有君臣有兄弟朋友且生生而不絕則何不盡舉而廢之而所以事天主者尤專且篤而獨父母祖宗

APPENDIX.

DECREE OF EMPEROR YUNG CHENG RESTOWING CERTAIN PROPERTY ON ROMAN CATHOLIC MISSION IN CHEEKIANG.

天主堂改爲天后宮碑記

古昔聖人之言天者與理數二者而已太極生兩儀五氣順布四時行焉此言理也日月星辰經度次舍此言數也至於蒼蒼者則積氣爲之地之上卽天一言盡之矣易曰雲行雨施品物流形言天之功用如此其盛非謂天之上復有施行此雲雨者書曰天視自我民視天聽自我民聽言天無視聽就羣黎百姓而寄此善惡是非之理非謂天之上真有具耳目之質而司此視聽者雖齊東之野人鄉衍蒙莊之怪誕不經亦未有指天生之人以爲能踞乎天之上操之縱之於清虛廣漠之中使天亦退處於無權而爲之主者自明季萬曆年間大西洋利瑪竇入中國造爲天主之名而其教遂蔓延於愚夫愚婦之口其徒之入中國者遂大興土木營建居室於通都大國之中我

朝定鼎以來

聖祖仁皇帝念其人生長海外遠來就化雖爲說不經然皆具心思知識未必不可教道居之京師使沐浴

聖朝德化之盛久而幡然改悟歸以教其國中之人咸知天經地義之正此乾坤覆載之

深恩不遺一物之義也豈知荒誕狂悖之見固結而不可解我

守之人肯傾其貲以佐之用所圖者非利也彼既以天主之教教人而復借黃白之術以收拾人心則以幻術愚人以貨財結人其所設心殆有在矣或又爲之說曰彼其志欲行教耳好名之人能讓千乘之國何難去故鄉離妻子蹈不測之大海以博後世之名夫好名之人誠有捨其身以徇人者然一人好名何爲而國中之人亦皆好名而傾貲以佐之也且絡繹而來其居天主堂者所在而有是何好名者之多也嗚呼此蓋非無所爲而爲之者一見其技於噶爾巴矣再見其技於呂宋矣又幾肆其技於日本矣爲行教計耶抑不止爲行教計耶愚夫愚婦未有不以禱福動其心者今日本於海口收港登陸之處鑄銅爲天主跪像抵其國者不蹈天主像則罪至不赦既爲天主之主而受海外一小國如此蹂躪毀蔑卒亦無可如何其不能禱福人明矣所精者儀器璫璣玉衡見之唐虞矣所重者日表指南車周公曾爲之矣所奇者自鳴鐘銅壺滴漏漢時蚤有矣所駭人者機巧木牛流馬諸葛武侯行之鬼工之奇五代時有之至今猶有傳流之者其說不經其所製造亦中國之所素有其爲術又不能禱福人吾不知何爲而人惑其說也西洋人之居武林者

聖祖仁皇帝曾有白金二百兩之賜此不過念其遠來而撫恤之彼遂建堂於省城之東北隅願其額曰勅建夫曰勅建必奉

棄若敝屣此其謬三也西洋之教一技一能務窮思力索精其藝而後止設所得止及於半而年不我與則舉而授之其子其子即就所授之半而接續以繼其思猶有未達則復舉其所得而授諸其孫或一傳或三四傳其藝始精則羣然推而奉之以爲此可以行教之人矣今之入中國者悉此類也夫一技一能原無當於生人日用之重至於奇技淫巧尤爲王法之所不容今既不知有祖宗父母則爲其祖宗父母者當以不復以子孫視之獨至奇技淫巧之事父忽念其爲子而不啻箕裘之授子忽念其爲父而不啻堂構之承此其謬四也藝既精矣遂可出而設教行道夫既祖宗父母之盡棄其他漠不相識之人復何關痛癢而必窮數世之精力以利他人之用此其謬五也然此雖足爲人心風俗之害弊止及於惑其教之人其罪猶小至其居心之險則尤有大不可問者西洋去中國數千里而遙非經歲不得達又有大海波濤之險去故鄉離妻子跋涉而來以人情論必有所利而爲之攜帶土物造作器用誑中國之金錢誠不可數計然吾聞入其教者必有所資給人有定數歲有定額勞心焦思取中國之財仍給之中國地方之人圖利者恐不若是之拙也或云每年紅毛船到必廣載其國中之銀錢以濟此在中國行教之人或又云彼來中國者皆善黃白之術以彼國之金而用之中國且以此數人之行教而國中居

特旨建造而後可今以曾受賜金遂冒竊勦建之名內外臣工受
國家白金之賜者多矣以之築室遂可稱為賜第乎國憲而冒王章至矣
盡矣他復何可勝道耶誣罔不經者宜去則有功德於人者宜祠也冒竊
勦建之名者宜毀則列在祀典向無專建之廟宇者宜增也
天后之神姓氏顛末見之於書者雖亦未可盡信然我朝
歷聖相傳海外諸國獻琛受朔者重譯而至魚誠商賈出入驚濤駭浪之中計
日而去尅期而還如行江河港汊之間而
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者去而崇德報功之典與毀其居室之違制者改為廟貌徹其像塑之詭
秘者設以莊嚴夫而後武林之人目不見天主之居耳不聞天主之名二
百年來深沉詭秘之術將無所施其技異端奇說久且漸息其有關於風
化豈淺鮮哉

雍正八年歲次庚戌九月
日 時

太子少保兵部尚書兼都察院右副都御史總督浙江等處地方軍務兼理
糧餉 巡撫鹽政節制江南江蘇松常鎮淮揚七府 倉海郵通徐五
州督捕事務加六級紀錄一次又軍功紀錄一次在任守制李衛題

NINGPO.

DECENNIAL REPORT, 1892-1901.

AMONGST the numerous cities found on the long seacoast of China, Ningpo has, by its natural advantages, for centuries held a very prominent position as a shipping port and commercial centre. The city is situated, about 10 miles from the sea, on the Yung, a remarkably fine river, with a deep channel kept free from sandbanks by the strong currents running, while the fringe of rocky islets outside Chinhai effectually prevents the formation of bars, so often met with elsewhere on the coast. Thus, Native sailing craft bound in and out are able, with a single tide, to reach as far as Tinghai, on the island of Chusan, a distance of 35 miles from the port. In the "sixties" the Foreign shipping trade was considerable at Ningpo; but, owing to concentration of trade at Shanghai, this has gradually diminished, and the number of Foreign honghs has dwindled down to a few commission and steamer agents. Lately, however, the direct trade with Hongkong and the Philippines, mainly in Sugar, has again revived, and it is hoped that this will eventually further augment by improved inland communication with Shao-hsing and Hangchow. The traffic carried on by the large trading junks frequenting the port, though affected by the competition of steamers, is still very important. Besides being the emporium for the numerous wealthy cities in the densely populated plain occupying the northern and western part of this province, Ningpo also derives much importance from its transshipment business of northern and southern commodities, which yields every year profitable freights to a large number of local-owned craft.

(a.) The most important event during the decade which we are now about to review was decidedly the commotion caused here on the outbreak of the war between China and Japan in 1894—an incident which affected the trade and shipping considerably. It is true that no actual warfare took place at the port or in this neighbourhood; yet, when hostilities broke out, as in the case of the French troubles a few years before, the local military authorities, acting on the commands of the Imperial Government, vigorously prosecuted defensive measures at Chinhai. The garrisons of the forts were forthwith increased; torpedoes were laid down in the approaches of the river, and a barrier of piles was constructed right across, with only a narrow opening at the sides for small craft to pass through. Already, on the 31st July, the Tiger Island and Square Island Lights were extinguished and the buoys marking the entrance of the river removed. The haste with which the torpedoes were laid created at the time a good deal of anxiety for the a.s. *Pekin*, which had already left Shanghai before a telegram could reach her. A Customs officer—Mr. MUNTRE, a Norwegian—succeeded, however, with great risk, in boarding the steamer in time outside, and piloted her safe to port. Henceforward the regular

daily steamers had now to load and discharge cargo outside Chinhai in Native boats. The anchorage selected was 2 to 3 miles distant from the port, and, being badly sheltered, the working of cargo was both slow and difficult, and in bad weather almost impossible. This continued till the beginning of December, when permission was given for steamers, under certain conditions, to enter the river and anchor above Chinhai. Eventually, in June 1895, all restrictions were withdrawn, and the river steamers once more took up their accustomed berths alongside the Bund.

It appears that in December 1894 the people of the port and neighbouring places were thrown into a state of apprehension and alarm by the belief that an attack by the Japanese was imminent. The immediate cause of this feeling of insecurity was the arrival of a fleet of war-ships at Lukong Bay, which was naturally taken for the Japanese fleet, but turned out to be 10 vessels of the British squadron under the command of Admiral FREMANTLE. The mistaken idea having once got hold of the people, it seemed impossible to dispossess them of it, although proclamations were issued by the Taotai explaining matters and endeavouring to allay the people's fears. In Chusan there seems to have been something like a panic. At Chinhai and vicinity hundreds of families decamped with their household goods, seeking refuge in the country, while at Ningpo the alarm disturbed all classes, more especially those who had something to lose, causing a considerable exodus from the city; to add to the disquietude, a report was spread that the Taotai was sending his family to a place of safety. This alarm was dispelled by the Taotai sending some of the principal women of his household to show themselves in public by visiting various charitable institutions.

The removal of the torpedoes from the mouth of the river at Chinhai took place in July 1895, while the barrier of piles remained some time longer till the Formosan difficulties had been settled. During the same month the exhibition of the lights was resumed and the buoys and beacons marking the entrance of the river were replaced. It is a question whether the extinction of lights, for a whole year, was a wise and useful measure—these lights making navigation easy for merchant vessels, while their absence would not make navigation impossible for war-ships. While shown, the lights would be respected by the enemy; put out, they might be either seized or destroyed. The dispersion of the troops at Chinhai and vicinity went on gradually, some being sent to Wenchow, and others to Kwangtung by way of Shanghai. It is right to place on record that, during the time the war lasted in the North, the Chinese population here was extremely friendly to Foreigners, no fear of any outbreak being anticipated. In recognition of assistance rendered and diligence and energy shown, on various occasions, by Mr. Tidewater IFFLAND and Mr. Tidewater GOLDMAN, of this Service, the provincial authorities conferred on these officers a *Kung-pai* and a warrant of the Civil Rank of the Fifth Grade.

The opening of the provincial capital, Hangchow, to Foreign trade, in September 1896, was an event of serious consequence to Ningpo. As predicted, this port has since then had to surrender a good deal of its preponderance in trade. So long as Ningpo was the nearest Treaty port, many inland marts in this province, as well as those of the adjoining provinces, were greatly dependent on this place for much of their trade, both inwards and outwards;

but as soon as this ceased, the condition of the trade became altered. In a comparatively brief space of time the entire Fyehow Tea trade reverted to Hangchow, as well as nearly one-half of our Foreign Opium trade, representing, in all, a value of about *Hk. Ta.* 3,000,000 per annum and a diminution in the Revenue of the Ningpo Customs of nearly *Hk. Ta.* 700,000.

Anxious lest the Pingsuey Teas and other important commodities should share the same fate, the attention of the local merchants and guilds has been taken up with the necessity of improving the condition of the great trading route which exists between this and the rich districts to the west. Formerly, cargo-boats plying between Ningpo and Shao-hsing, a distance of 35 or 40 miles, were able to proceed uninterruptedly the entire distance, without the necessity of transshipping cargo at any point on the line. Unfortunately, some 15 years ago an accident occurred on the embankment, at a place called Sheng-pu, on the Tsao River, about midway between this and Shao-hsing, by a boat getting jammed and upset at an old "haul-over," involving the loss of several lives. Owing to this, as well as the supposed damage caused to the embankment by the traffic, all "haul-overs" were henceforth closed at all places on the Tsao River, stone tablets being erected on the spot decreeing the enactment. The result was that all cargoes, estimated at several millions worth of taels per annum, have ever since had to be transhipped on reaching the above river, involving obvious expense, loss of time, and, in unfavourable weather, damage to valuable merchandise. To this ill-considered action on the part of the authorities the merchants chiefly attribute the diversion of the trade to Hangchow, and they have, therefore, of late—seconded by their commercial friends at Shao-hsing—been agitating to have the "haul-overs" reopened, but this time constructed in a thoroughly substantial manner and with such appliances as to render mishaps practically impossible. With this end in view, the merchants last year approached the high authorities, who, again, deputed the Prefect of Shao-hsing to make careful inquiries and prepare a full report on the subject. The Prefect's report, which appeared in due course of time, is interesting to quote. To begin with, he first averred that the "haul-overs" assuredly were a source of great danger, for were a single stone of the structure to be dislodged, on heavily laden boats being pulled across, terrible calamities in the way of inundations might ensue; next, by the reopening of "haul-overs" and re-establishment of uninterrupted carriage of goods, the people living in the locality, and now gaining a livelihood by the transit, would rise *en masse* at the prospect of losing it; that the real intention of the promoters was, under the plea of benefiting trade and travellers, to obtain for themselves a monopoly with all its profits, and that once the prohibition against "haul-overs" was withdrawn, many adventurers would ask for the same privilege, which would lead to all sorts of malpractices, lawsuits, evasion of taxes, etc. In conclusion, the Prefect reiterated that by introducing strong and swift boats on the line the promoters would monopolise all profits, and thus enrich themselves at the expense and ruin of thousands of people.

Unbiased Chinese, however, hold that, considering the claims of trade and the public, there can be no doubt that if sober and just counsels are allowed to prevail the prohibition referred to should be withdrawn. At present trade suffers and the travelling public are inconvenienced, only to give extra earnings to people who settled round Pa-kuan and Tsao-o when, some 15 years ago, the enactment referred to was made and transshipments enforced. At

the request of the merchants, approved of by the Taotai, the writer visited the locality last year, and, after a careful inspection, came to the conclusion that hardly any of the arguments advanced by the Prefect against the proposed reopening of direct communication were tenable—not even the one regarding the danger to the embankment. Judging from the excellent stone-masonry to be found almost at every step in this province, such as piers, bridges, arches, etc., nowhere in China is this kind of work executed in greater perfection than here; and this being so, there should be no difficulty in constructing "haul-overs" in such a manner as to make them as strong and safe as any other part of the embankment. It should be added, too, that it is the intention of the promoters to make the new work quite different from the primitive structures hitherto employed, using Foreign appliances, and, when completed, to secure periodical inspection by a competent Foreigner.

(b.) Turning to the commercial position of the port of Ningpo, we find that the average value of the entire trade during the decennial period under review was, in round figures, *Hk. Ta* 15,500,000 per annum, showing an increase of 27½ per cent. on the annual average for the decade ended 1891. In order to get a clear view of the gradual development of the general trade of the port, a table is inserted below from which Tea and Opium have been excluded—articles which have been subjected to severe fluctuations, to be explained further on.

GENERAL TRADE OF THE PORT, 1892-1901.

YEAR.	IMPORTS.		EXPORTS (exclusive of Tea).	TOTAL.
	Foreign (exclusive of Opium).	Native.		
	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>
1892.....	4,211,102	2,176,701	1,728,314	8,116,117
1893.....	3,952,249	2,192,662	2,363,075	8,507,986
1894.....	4,095,183	1,843,342	2,085,586	8,024,111
1895.....	4,977,936	2,110,533	2,538,388	9,626,857
1896.....	5,813,818	1,991,463	2,817,469	10,622,750
1897.....	6,438,556	2,065,390	3,613,911	12,117,857
1898.....	5,897,596	2,208,750	3,014,358	11,120,704
1899.....	6,988,001	2,740,467	2,846,328	12,574,796
1900.....	5,908,043	2,679,606	3,590,500	12,178,149
1901.....	8,008,654	2,834,467	3,209,307	14,052,428

These figures, then, show that both in the Import and Export trade a steady progress has been made, and that, in comparing the last year of the decade with the first, Imports as well as Exports have nearly doubled in value. This large augmentation in the value of the trade must not be put down entirely to commercial progress, but a good deal also to the enhanced cost of all articles of trade in the Far East, particularly Foreign Imports, owing to the serious fall in the value of silver since the year 1894. But for this unfortunate state of things, of course, the Foreign trade would have shown quite different results.

Commencing with Foreign Imports. Cotton Piece Goods and Yarn, viewed as a whole, do not show any marked improvement; and this could scarcely be otherwise, considering the serious drop in the silver exchange just referred to, and the great development locally, as well as at outports, in the manufacture both of Cloth and Yarn. The average quantity of Cotton Piece Goods imported during the decade reached about 800,000 pieces per annum, representing a value of nearly *Hk. Ta* 2,000,000; in 1894, during the Japanese troubles, the importation fell to 600,000 pieces, the highest figure reached being 920,000 pieces, in 1896. A steady increase is noticed in Grey and White Shirtings, White Irishes, American Drills, Jeans, and Sheetings, Cotton Lastings, and Cotton Italians; while, on the other hand, Dyed Shirtings, T-Cloths, and English Drills and Jeans have declined considerably, and American T-Cloths, Dutch Jeans, and Taffachellas have disappeared completely from the local market. Of new Cotton Piece Goods introduced here, I would mention Cotton Crimps, Metz Cords, and Japanese Cotton Flannel, which are all very much appreciated. It seems that a large quantity of White Shirtings and Irishes imported are now dyed in this district, the Natives considering that they can do this work as well as, if not better than, their southern competitors; hence, not only the great decline just mentioned in Foreign-dyed Shirtings, but also in the Swatow and Canton made article, which for years past has found a profitable market in this locality. The common qualities of English and American T-Cloths have been replaced by Shanghai and Hankow made fabrics, which, as a matter of course, are both cheaper and more durable. It will be noticed from our statistics that, during the present decade, English Drills have continued to decline, while American Drills have more than doubled, 36,729 pieces having reached this market in 1901. The old complaint, that the English fabric contains more starch and is not so strong and firm as the American product, may have some foundation; but I am more inclined to think that the question of price is the real cause for the preference given, American Drills, as well as American Sheetings, now keeping more in line in this respect with English fabrics than has been the case hitherto. The following table shows the average price per piece of the principal Cotton and Woollen Piece Goods every fifth year since 1886:—

—	1886.	1891.	1896.	1901.	—	1886.	1891.	1896.	1901.
	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>		<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>
Shirtings, Grey.....	1.93	2	2.30	2.68	Sheetings, English.....	1.77	2.10	2.40	2.56
" White.....	1.98	2.20	2	2.54	" American.....	2.40	2.40	2.60	2.70
T-Cloths.....	1.64	1.53	2.48	2.35	Chintzes and Furni- tures.....	1.46	1.20	1.40	1.76
Drills, English.....	1.94	2	2.40	3.30	Camlets, English.....	9.86	8.60	8.60	14
" American.....	2.39	2.40	2.50	3.10	Lastings.....	8	7.20	8	9
Jeans, English.....	1.58	1.40	2.20	2.54	Spanish Stripes.....	8.66	9	8.60	11
" Dutch.....	1.65	1.60	2.23	2.49	Italian Cloth.....	5.20	5.02	6.47	8
" American.....	1.82	1.80	2.40	2.70					

Large quantities of Drills imported are dyed with Mangrove Bark and used in sail-making; and Sheetings are much used for packing purposes in the large Cotton and Tea districts west and south-west of Ningpo.

The following table gives the importation of Cotton Yarn during the decade:—

YEAR.	FOREIGN YARN.			CHINESE YARN.	TOTAL.
	English.	Indian.	Japanese.		
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
1892.....	102	16,842	...	105	17,049
1893.....	96	7,644	21	15	7,776
1894.....	81	8,485	1,377	660	10,603
1895.....	171	8,769	3,598	3,993	16,501
1896.....	126	11,933	4,799	1,381	18,239
1897.....	60	4,650	2,429	705	7,844
1898.....	123	1,632	2,249	4,933	8,937
1899.....	282	2,306	2,547	1,332	6,467
1900.....	195	1,899	3,289	2,272	7,655
1901.....	258	7,022	3,769	1,237	12,286

From the above it will be seen that English Yarn has averaged about 200 piculs per annum, and that Indian Yarn has fluctuated between 2,000 and 17,000 piculs. The short arrivals subsequent to 1896 were the inevitable result of the low silver exchange already alluded to, coupled with the fictitious value given in India to the rupee as compared to the Mexican dollar. To these explanations should also be added the great development of Cotton industries in China and Japan. In the Chiehkang province alone no less than three spinning mills have been established during the decade, viz., at Hangchow, Shao-hsing, and Ningpo, the latter turning out some 25,000 piculs of Yarn per annum. To meet the demands of this Ningpo mill, owing to the short crops gathered here in 1901, a strange departure was made in importing Raw Cotton from India *via* Japan, to the extent of some 9,000 piculs, which were mixed with the Native-grown product. Of Japanese Yarn 3,769 piculs were imported in 1901, the largest annual import but one on record during the decade. The finer counts of this article are woven into a Cloth called locally *Kao-pu*, a white-and-blue striped material, 26 inches wide, which is much appreciated, and has taken the place of Taffachellas. The arrivals of Shanghai and Hankow spinings show great fluctuations, ranging from 1,000 to 5,000 piculs per annum.

As regards the trade in Woollen Goods, it will be found that only 12,000 pieces are imported annually. This trade has been rather retrogressive, chiefly owing to the large increase during recent years of the more inexpensive kinds of European and Japanese Cotton Flannels, which are now largely used by the Chinese in the cold season.

The trade in Metals has always been important in Ningpo, and reaches an average annual value of nearly *Hk.Tls* 1,000,000. The most conspicuous item under this heading is Tin, of which about 25,000 piculs are received yearly, mostly from the Straits. The Yunnan product also finds a sale here, but is not so appreciated, being too soft. Tin is principally used in the manufacture of Tin-foil for Joss Paper, which gives employment to

thousands of people and forms a great staple of export both by steamers and junks. Of recent years the Tin trade has suffered, no doubt owing to the serious augmentation in price during the decade, from about *Tls* 25 to *Tls* 40 per pioul. Another important item is Old Iron, including Plate Cuttings, Wire, and Rope, which is freighted down here from Shanghai principally in lorchas. The yearly increasing demand for hewn stones for building purposes, at Shanghai and river ports, probably accounts for the large importation of late of Steel and Mild Steel. Lead, being greatly used for lining of Tea-chests, has declined considerably, owing to the complete diversion of the Fychow Tea trade to Hangchow.

Kerosene Oil has doubled during the decade, the quantity imported during the last year of the period reaching 4,000,000 gallons. In addition to the American and Russian, Sumatra Oil made its appearance here in 1897, and has since become a serious competitor in the trade, as shown in the following table giving the import of all kinds during the 10 years:—

YEAR.	AMERICAN.	RUSSIAN.	SUMATRA.	TOTAL.	
				Quantity.	Value.
	Gallons.	Gallons.	Gallons.	Gallons.	Hk.Tls
1892.....	1,721,880	407,280	...	2,129,160	251,102
1893.....	2,067,870	31,500	...	2,099,370	251,791
1894.....	1,489,260	411,730	...	1,900,990	227,226
1895.....	1,899,150	614,435	...	2,513,585	341,553
1896.....	1,288,400	1,123,200	...	2,411,600	356,950
1897.....	1,540,100	1,045,400	306,655	2,892,155	433,968
1898.....	1,291,445	710,000	671,200	2,672,645	401,417
1899.....	1,111,585	799,480	982,350	2,893,415	465,102
1900.....	1,182,230	546,300	907,390	2,635,920	484,616
1901.....	1,870,600	533,650	1,287,150	3,691,400	494,210

To meet the requirements of this important trade, the Standard Oil Company of New York has recently built a commodious godown near Dew's Canal, capable of storing about 50,000 cases; and all Oil having hitherto been carried by lorchas, the regular steamers between Shanghai and this port refusing to take this freight, the same company has now arranged to have their Oil brought here by their own steamer, the *Meian*, specially built for this purpose.

In 1893 a Chinese company of Oil dealers succeeded for a while in monopolising the trade, having made arrangements with the Shanghai lorcha-owners whereby these bound themselves to carry only the company's Oil. This combination was, however, broken up by the shipment here of Oil by Wenchow steamers and Hankow lorchas. Later on, in 1897, the same company petitioned the Governor for the monopoly of the sale of Oil in this province, offering a large royalty and payment of the usual taxes. The Governor wisely refused this request, which, if granted, would certainly have given rise to complications.

Owing to the proximity of this port to Shanghai, and in order to encourage the trade locally, this office has considered it right, in assessing Duties, to accept the same invoice values on Oil as given by the importers at Shanghai. Owing to the great competition, prices have fluctuated considerably; thus, Devos's Oil, which is considered the best, is at present quoted at \$2.50 per case for five days sight orders, while Batoum and Sumatra Oil, of which large consignments are arriving incessantly by lorches, are quoted as low as \$2.25.

A practice has sprung up amongst dealers to return all empty tins, and even cases, to Shanghai, to be refilled there; as these often bear, say, for example, Devos's brand, and return filled with other, perhaps inferior, Oils, an awkward state of things has arisen which will have to be dealt with sooner or later. The best and perhaps the only solution of this difficulty would be for the various companies trading in Kerosene Oil to make arrangements for direct Foreign importation, and to introduce, as elsewhere, storage of Oil in tanks. The importance of the trade would warrant this step, and as regards suitable sites required for the purpose, such are easily obtained both at Changhai and Ningpo, especially on the right bank of the river.

A circumstance which may later on interfere with the Oil trade is the proposed introduction of electric light, about to be initiated by some enterprising Chinese here at some of the principal cities in this locality, as Ningpo, Ya-yao, Shao-hsing, and Chu-chi. Such a company has already been formed here, and part of the machinery required for the purpose has already arrived. The fires which so frequently occur, and which are invariably attributed to the extensive use of Kerosene Oil, will make electric light welcome by many Chinese, only it must be borne in mind that this means of lighting also requires attention and careful handling, lest dangers from this source may become as great and conflagrations as frequent as with the ignitable Oil.

The use of Matches is not so great as one would suppose in so densely populated a district as this. In every city and large village Matches are freely used; but outside these, in rural districts, almost every Chinaman met with still carries his flint and steel. The average importation of Matches during the decade has been about 320,000 gross per annum, representing a value of *Hk. Ta* 75,000. The trade shows little fluctuation, and is now almost solely in Japanese hands, if we except 50,000 gross supplied by the Match factory at Shanghai. The Japanese article has of late increased somewhat in price, from *Ta* 0.17 to *Ta* 0.25 per gross, and at the same time some complaint is made that, on slight dampness, the Matches fail to ignite. It seems that, in Japan as well as China, the special sorts of wood required for the factories have partly to be imported from America, and that the local chemicals employed being inferior in quality, a better and obviously more expensive substitute has to be imported from abroad. If, therefore, the good quality of the Japanese article should wane, and prices continue to rise, owing to the inevitable increase in wages, it may only be a question of time for European Matches once more to gain a footing in the great markets of the Far East.

The Sugar trade has assumed very large dimensions since the last Decennial Report was written. During that decade the trade, Foreign as well as Native, averaged 73,000 piculs

annually, while during the present decade nearly 230,000 piculs were reached. In the year 1901 350,000 piculs of Sugar were imported, of which 160,000 piculs were Refined Sugar from Hongkong and the Philippines. The latter Sugar being much in favour with the people, owing to its fine appearance and cheapness, has gained a strong hold in this market, and no less than 21 steamers arrived here in 1901, from Hongkong *via* Taiwan, with full cargoes of the above as well as Formosa Sugar. These arrivals direct, instead of, as hitherto, coming through Shanghai, have given a great impetus to the trade, on account of the greater saving of time and carrying expenses. Much of the Sugar imported in Ningpo has of late been sent inland to the Hangchow market, which, again, has caused a diminution in the shipments by junk *via* Cha-p'u, an old sea-port in Hangchow Bay.

American Flour forms an important item amongst Foreign Sundries. In 1901 nearly 50,000 bags reached this port, a bag of 50 lb. being sold here for \$2.25. The principal consumers of this Flour are the districts of Shao-hsing, Chin-hua, and Lan-chi.

Of Cigarettes, mostly of American origin, *Hk. Ta* 50,000 worth were imported in 1901—a respectable quantity, which one would almost hope to further increase, could it help to displace the pernicious opium-smoking.

The demand for Coal has greatly augmented of late years by the increase in the inland steamer traffic, and by the establishment of Cotton mills here and at Shao-hsing. Coal exists in various parts of this province, perhaps not in such abundance as seen elsewhere in this Empire, yet quite sufficient, if properly worked, to meet local wants. For the present, between 20,000 and 30,000 tons of Coal arrive here annually, the bulk of which is Japanese Coal. The remainder is either brought in ballast by junks from Formosa, or, as occasionally happens, by the large Shantung junks calling at Tangku (Kaiping) in ballast from Newchwang; this Coal, however, is of the cheaper kind of small Coal mixed with dust.

The annual average value of Native Imports during the decade was *Hk. Ta* 2,250,000, which does not show any material improvement on the preceding years. Native Sugar, Flour, and Matches have already been alluded to in connexion with the same articles of Foreign origin. Of another item under the above heading calling for particular attention, Rice may be mentioned, of which considerable cargoes were imported in the years 1893 and 1898, owing to the partial failure of the crops here. As this province, in part, is very mountainous, and has a very large population to maintain, it is not able to produce sufficient cereals for local consumption, and therefore has to depend almost yearly on the adjoining provinces for food supplies. Between Chinkiang and this port there ply small junks, numbering over 100 vessels, especially engaged in this traffic; they are supposed to carry annually some 100,000 piculs of Rice, all of which is, of course, passed free of Duty. In 1898, when there was a failure of the crops, and the exportation of Rice was, for the same reason, also stopped at the river ports, prices rose here to the almost unprecedented rate of \$6.30 per *shih*. Some wealthy merchants, anticipating disturbances, thereupon lost no time in chartering half a dozen steamers, which brought up full cargoes of Rice from Hongkong and Japan, and thus greatly alleviated the distress.

Turning to Exports, we find that in our principal staple, Tea, a great revolution has taken place which has seriously affected the commercial importance of this place. The following table shows the condition of this trade during the decade:—

YEAR.	Pingsuey.	Fychow.	YEAR.	Pingsuey.	Fychow.
	<i>Piculs.</i>	<i>Piculs.</i>		<i>Piculs.</i>	<i>Piculs.</i>
1892.....	87,258	75,235	1897.....	61,579	12,468
1893.....	109,974	73,801	1898.....	59,579	3,561
1894.....	85,812	74,545	1899.....	79,005	299
1895.....	98,390	90,380	1900.....	68,600	...
1896.....	96,897	76,660	1901.....	60,072	...

From these figures it will be noticed that more than one-half of our Tea trade has disappeared from this market, some 70,000 to 80,000 piculs of Fychow Teas, produced in the province of Anhwei, and which hitherto passed through this port, having now reverted to Hangchow for shipment thence direct to Shanghai, thus causing a loss to the Revenue of this office of about *Hk.Tls.* 200,000 per annum. This was the natural result of the opening of Hangchow to trade in 1896. The Pingsuey Tea trade, on the other hand, has, so far, remained fairly intact, the exportation during the decade varying between 60,000 and 100,000 piculs per annum, the highest figure being reached in 1893. But whether these Teas will continue to pass through this port is doubtful, seeing that Pingsuey, the place of production, is closer to Hangchow than to Ningpo.

At the end of the seasons of 1892 and 1893 a new feature was inaugurated in the Tea trade by the Chinese dealers making shipments to the United States on their own account; but this venture was attended by loss, owing to the inferiority of the consignments shipped. It seems that as far back as the "sixties" the Pingsuey Teas received in Shanghai were of an excellent quality, free from admixtures of any kind, and sold at very fair prices both in the London and New York markets. The demand thereupon increased to an extent which was evidently beyond what the district was really able to produce, viz., about 200,000 half- chests per annum. The result was that, to complete orders, the Chinese, little by little, began to adulterate the Tea, till at last it got so bad that the importers in America had to induce the Government to pass a law shutting out all China Teas that did not come up to a certain standard of quality. The slowness of the Chinese to realise the necessity of reverting to absolutely pure Tea, and the over-zealousness of the Customs inspectors in the States in shutting out indiscriminately there, even when the utmost care had been exercised by the buyers at Shanghai, caused a stagnation in the trade and serious losses to everybody concerned.

The great decline in the Tea trade of 1898, when the export was 50,000 piculs—the smallest on record,—should, of course, be mainly attributed to the unavoidable depression caused by the war between the United States and Spain.

In March 1898 information was received here that the United States Government had fixed a new standard for Gunpowder Teas to come in force the following May. A sample

of this standard was at the time shown to some local dealers, who were of opinion that it could be attained, if the suggestion of limiting the production to 60,000 or 70,000 piculs each year was carried out. The action of the American Government, in adopting a fixed standard, was only prompted by the commendable view of causing Shanghai buyers to reject inferior kinds, and thereby forcing the Chinese to improve the quality of the Teas placed on the market.

The late Commissioner, Mr. von MÜLLENDORFF, who took a good deal of interest in the Tea trade of the port, had already during the end of 1897 drawn up a Memorandum in Chinese, for the information of the Superintendent of Customs, in which he recommended that an attempt should be made to restrict the annual exportation of Pingsuey Teas to 60,000 or 70,000 piculs, the amount which the district was considered capable of producing in a year; that the dealers should desist from sending unprepared Tea leaf to Shanghai, where inferior leaf was mixed, to the detriment of our own Teas; that endeavours should be made to raise the standard to that existing formerly, by making only first class Gunpowder, equal to No. 1 Moyune; and that, lastly, a Native guild should be formed at Shao-hsing to enforce these rules. The Superintendent fully agreed with the Commissioner's views, and passed on the Memorandum to the Prefect of Shao-hsing with orders to carry out its proposals. It should be mentioned that, in framing the above Memorandum, the late Commissioner had been kindly assisted by Mr. J. WELCH, of the firm of Messrs. WELCH, LEWIS, & Co., Shanghai.

The following extract from a circular issued on 18th June 1898, by Messrs. WELCH, LEWIS, & Co., shows the reception of Pingsuey Teas in the beginning of that season:—"The first musters of new crop Pingsueys were shown on the 9th instant, but owing to uncertainties about the duty question in the United States, which caused many orders to be cancelled, no settlements were effected until the 13th instant, and a small business only has been done so far; more buyers, however, are coming into the market daily. It is only the older members of the trade who can remember seeing Pingsueys of equal quality in cup and purity in infusion. In all drinking qualities this crop is *the finest we have seen for many years*; but, unfortunately, in their efforts to avoid 'scum,' the teamen have not succeeded in making an attractive-looking crop, and in style and colour the Teas leave much to be desired. It would be a great point gained if the trade in the United States and elsewhere would take natural-leaf Teas, and so avoid all colouring matter. We would commend this to the leaders of the movement to improve the purity of Tea, as, although indigo is in itself harmless, there is no possible reason why an article of drink, as Tea, should be faced at all; it would be better without."

The season's crop of 1899 was once more declared "good, sound, and useful, but without attractiveness in appearance."

To conclude, this office has given every encouragement to the Tea trade, by facilitating examination and granting a reasonable tare, satisfying the merchants as well as the Customs.

The remarkable advance in the exportation of Raw Cotton is one of the principal features in the trade of the port during the last decade. Whilst in former years the average exportation of Cotton was only 12,000 piculs annually, an average has now been reached of over 80,000 piculs; and yet this is not at the expense of the junk traffic, for the shipments through this

source have, it seems, also prospered, 50,000 to 60,000 piculs being conveyed annually to southern ports. Taking into consideration also the three Cotton mills established at Ningpo, Shao-hsing, and Hangchow, there is no doubt that the cultivation of Cotton has of late years been greatly extended in this province. A good deal of land that cannot be used for Paddy, not being irrigated by canals, and extensive tracts which in recent years have been reclaimed along the seacoast facing the bay to the west of Changhai (and frequently visited by the writer), are now everywhere utilised for the cultivation of Cotton. The unusual demand for the staple is, of course, the natural result of the large number of mills that have now been established at Shanghai and in Japan; and it is in the latter country that the bulk of our Cotton is disposed of, in exchange, partly, for Yarn, much favoured here, and partly for other Japanese products, as Bicho de Mar, Seaweed, Matches, and Sundries.

It is interesting to note that the Cotton grown in Chehkiang is considered among the best in China, owing to its whiteness and the toughness of the material produced, and on this account it generally fetches a higher price in the market both in Shanghai and Japan. With two exceptions, the crops during the decade were satisfactory, the year 1900 being the record year of Ningpo, 116,000 piculs having been exported. In 1894 the amount exported reached only 44,000 piculs, partly owing to bad crops and partly to the troubles with Japan; but on the cessation of hostilities, early the following year, the trade rapidly resumed its old dimensions, and over 100,000 piculs were shipped. The last year of the decade was a very bad one for the Cotton business, owing to the persistent rains which fell late in spring, when the plants were budding, and again during the whole of September, at the time of the gathering of the crops, when steady dry weather was essential. The farmers affirm that the yield was only 40 per cent. of an ordinary good year's crop, and were it not for stocks remaining in hand from the preceding season, the trade would have showed considerably poorer results than it did. Prices, which in ordinary years averaged \$18 per bale, rose during 1901 to \$30 and \$32; and owing to this state of the market, great consumers, as the Ningpo Cotton Mill Company, found it worth their while to import considerable quantities of Indian Raw Cotton *via* Japan and Shanghai. This Cotton was mixed with the local product; but whether the experiment turned out satisfactory is unknown. The experiment was, at any rate, useful, if only to let the local dealers know that there exists a remedy when crops here are short and prices exorbitant.

The local Cotton is mainly produced in the Shao-hsing prefecture, the districts of An-ch'ang (安昌) and Tu-fên (渡分) yielding the best qualities. At Yu-yao (餘姚) and Ti-ssü-mên (第四門), in the Ningpo prefecture, some excellent Cotton is also grown. As already alluded to above, large quantities of the staple are shipped coastwise by junk to the cities of Ch'ian-chou, Chao-an, and Hsing-hua, in the Fuhkien province, and of late higher prices have been ruling to induce shipments in this way. An increased demand has also sprung up in the North, at Newchwang, owing to the scanty crops gathered there since the occupation of the province by Foreigners.

Amongst the long list of articles of export, beside the two staples Tea and Cotton, just described, it may be of interest to allude briefly to Cuttle-fish, Fresh Fish, Rush Hats, Fans, and Silk.

Starting with Cuttle-fish, it will be found that this trade shows a good deal of fluctuation, the highest catch being in 1894, when the quantity shipped from the port reached 71,800 piculs, the lowest, 17,000 piculs, being shipped in 1899. The price varied between $\text{Ta } 7$ and $\text{Ta } 10$ per pioul, which was a rise of nearly 50 per cent. on quotations during the preceding decade. The serious decline in this trade during recent years is attributed to various causes: enhanced prices, already referred to; the unsatisfactory handling of the Fish; and a diversion of the trade through other channels. The fishing is mainly done in the Chusan archipelago. After cleansing, the Fish is simply cut in strips down the back, salted, and subsequently left on the beach to dry, the backbone being left intact, and, when packing, much sand is allowed to adhere, so as to increase the weight. The Japanese, who are strong competitors in the trade, exercise far more care in the handling of the Fish. It is cured after a careful removal of the backbone, and dried in the sun on mats and basketwork, free from sand; consequently it is greatly appreciated all over the East, and even here in Ningpo finds a ready sale. It is understood that a good deal of the local Cuttle-fish is shipped from the archipelago by junk direct to Shanghai and the Lower Yangtze ports.

An important trade, which has not hitherto been taken much notice of in our Returns, is the large supplies of Fresh Fish, especially of the *Huang-yü* (黃魚) kind, which daily leave this port by our regular steamers for Shanghai. This Fish is packed in ice in small and large tubs, weighing respectively 60 and 300 catties, and is generally taken on board the steamers at the last moment before leaving, and, arriving at Shanghai before daybreak, is conveyed direct to the fish market. The quantity of Fish shipped in this manner is estimated at some 50,000 piculs per annum, representing a value of over $\text{Hk. Ta } 100,000$. No Duty is charged, but the shipments are manifested and applied for in the ordinary way. Seeing that junks flying the British and American flag are now engaged in transporting Fish in ice from the fishing fleet down the coast, and pay Duty on their cargoes at Shanghai, and that a charge is also made on junks passed by the Native Custom Houses, a question has arisen that shipments by our regular steamers should be similarly treated. This matter is, however, still undecided.

A commodity which has been in strong demand during the last five years is Hats and Mats made of a certain kind of rush cultivated extensively in the Ningpo and neighbouring districts. Several years back a large trade had sprung up in these Rush Hats and Mats; but as the demand eventually became greater than could be conveniently supplied, articles were thrown on the market of a poor quality and made by unskilful hands, so much so that several consignments were condemned, and a complete stagnation in the trade followed, thus injuring an industry which gave useful employment to hundreds of women and children. Greater care being now taken, both as regards proper sizes and quality, the industry and trade in rush articles are both once more reviving. In 1892 about 2,000,000 Hats and 1,000,000 Mats were exported, reaching a value of $\text{Hk. Ta } 250,000$. The principal consumers of these goods are France and America. The so-called Mats—round in shape—are made into ladies hats, and are sold in France for 50 to 70 centimes per piece.

About 2,000,000 Paper Fans are exported annually from Ningpo, representing a value of $\text{Hk. Ta } 80,000$. A great number of varieties exist of these Fans, from those made of plain

paper with unornamented bamboo or eplit-cane handles, valued at \$2.75 per hundred, to those with coir cane or finely carved bamboo or ivory handles, with paper profusely decorated, valued at \$25 per hundred. The Fans paid an *ad valorem* 5 per cent. Duty indiscriminately till 1894, when it was decided that the simpler sorts, without embellishments, should pay a Duty of 4½ candareens per hundred, while the rest paid Duty *ad valorem*. This arrangement seemed a boon to the merchants and, at the same time, was more in harmony with the practice at other ports.

The exportation of Raw Silk and Cocoons has completely ceased. Silk Piece Goods, on the other hand, developed somewhat, an average of about 400 piculs per annum being shipped during the decade, representing a value of *Hk.Ta* 250,000. This is, however, not the volume of trade one would expect from a circuit with so extended a Silk cultivation, and where so many looms are met with in every town and village. At Ningpo alone there are said to be over 30 Silk factories, and at Shao-hsing, famous for its Trihute Silks, the number of factories is still greater. No doubt, considerable consignments of Silk textiles find their way through Hangchow overland to Shanghai. Some Silk is shipped North by junk, and a good deal, it is feared, is also smuggled in the numberless craft which ply between this port and the many important towns along the coast of this and the adjoining province of Fuhkien.

Turning to goods sent in Transit, it is interesting to note the steady improvement this branch of our trade has made, as shown by the following figures, which give the value of the trade for every fifth year during the last two decades:—

	<i>Hk.Ta</i>		<i>Hk.Ta</i>
1886	715,620	1896	1,352,035
1891	1,134,989	1901	1,998,610

From this it will be seen that the trade has nearly tripled in 15 years.

The principal commodity from which this trade is made up is Sugar, which shows the following result every fifth year during the two decennial periods:—

	QUANTITY.	VALUE.
	<i>Piculs.</i>	<i>Hk.Ta</i>
1886	29,520	113,183
1891	69,570	233,917
1896	83,901	381,785
1901	151,600	810,086

This statement comprises Brown and White, as well as Hongkong Refined, Sugar.

The satisfactory condition of the Transit trade generally speaks well for the manner in which our Transit Certificates, on the whole, are respected in this locality, as compared with other parts of China. Though this is so, yet there have been one or two cases where a hitch in the traffic has been experienced. During 1894 and 1896 seizures of White Sugar of supposed Foreign origin were made by the Likin authorities under the following circumstances. The Sugar in question was conveyed inland under Transit Passes issued in accordance

with fixed regulations by this office; but the article was of Swatow origin, exported thence to Hongkong, and again to this port *via* Shanghai. It had paid Export Duty at Swatow and Import Duty at Shanghai, and was covered by an Exemption Certificate issued by the latter office. The authorities maintained that all goods imported from Hongkong granted the privilege of Transit should be *bond fide* Foreign goods, and should bear the Foreign merchants marks in proof of having come from Hongkong; these being, in the present case, absent, and the goods being manifestly of Native origin, a substitution had taken place either at Ningpo or Shanghai, and the Passes, therefore, fraudulently used. The goods were accordingly confiscated, and the merchants handed over to the Magistrate for trial and punishment. There was no doubt that the Sugar was originally from Swatow, and that the merchants preferred to pay the extra freight to Hongkong and two full Duties, and get a Transit Pass, rather than submit to the levies and delays of the Likin stations.

Large quantities of Sugar come from southern ports by junks, which hitherto have yielded a good revenue both to the Likin offices and Native Custom Houses. If all these cargoes were to revert to the channel of Hongkong, and ultimately be carried inland under Transit Passes issued by us, the loss to the above offices would indeed be serious; hence the strong endeavours made by the Likin officials to thwart, if possible, the doings of the merchants. In this they have, so far, been unsuccessful, as shown by the result in the Sugar trade, which during the decade doubled in Transit.

The Transit inland of other goods, as Cotton Piece Goods, Metals, Matches, Kerosene Oil, etc., though considerable, does not show any exceptional improvement. It now remains to be seen, too, what effect the raised Duties on Foreign Imports, with a corresponding increase in Transit Dues, which came in force on the 11th November 1901, will have on the business here. Complaints have also been received recently that the *Lo-ti-shui* charged at Ts'ao-o (曹娥), situated on the important trade route between Ningpo and Shao-hsing, is being raised. This tax is charged on Foreign goods long before they have actually reached their place of destination; and this circumstance, coupled with the increased Dues and Duties, may ultimately, instead of augmenting our collection, seriously damage it.

The shipping trade shows very little fluctuation during the last 10 years, the average tonnage reached per annum, inwards and outwards, being about 950,000 tons, of which 900,000 tons fell to steamers, and the remaining 50,000 tons to the *lorcha* class—old Foreign bottoms with Chinese rig. The steamers were divided nearly equally between the British and Chinese flags, with a small share of Japanese, German, and Norwegian.

As in the former decade, the daily communication with Shanghai was kept up regularly by one steamer of each of the two companies—the China Navigation Company and the China Merchants Steam Navigation Company. The competition which was started by the arrival of a third company, in 1890, ceased in February 1892, and since then nothing has happened to break the regularity of the traffic; and it seems, too, that the existing companies can easily carry all freight offered. The rates, which in the beginning of the decade were 50 cents per chest for Opium, 75 cents per ton for Tea, and 12½ cents per bale for Raw Cotton, have more than doubled at the end of the decade—an unavoidable consequence of the fall in the value of silver.

In 1894, during the conflict with Japan, the China Merchants Company's s.s. *Kiangteen* was withdrawn, and the China Navigation Company's s.s. *Pekin* alone kept up communication with Shanghai until the 15th August, when the *Kiangteen*, having been purchased by the latter company and transferred to the British flag, ran under the name of *Moning*. While the conflict lasted, there is no doubt that the regular steamers were put to some inconvenience and suffered a loss; the lorchas, on the other hand, being able to enter the harbour safely, through the small opening left in the barrier of piles referred to elsewhere, continued to run at unusually profitable rates, securing various kinds of freight which are usually shipped exclusively by steamer. In July 1895 the restrictions regarding steamers were withdrawn, and the *Pekin* and the *Moning* once more took up their berths alongside the Bund, the latter vessel resuming her former flag and name.

In 1896 a regular steamer line was established between Ningpo, Tinghai, on the island of Chusan, and Hai-mên, the sea-port of Tai-chou in the southern part of this province. The line has hitherto been under the control of, and paid Dues and Duties to, the Native Customs, by which the owners reap great advantages, and render competition by outside steamers under a Foreign flag difficult, as was seen in 1900, when the China Navigation Company attempted in vain to establish a steamer service between Shanghai and Tinghai.

The old steamer traffic direct with Hongkong and other southern ports, which disappeared with the concentration of commerce at Shanghai, has of late years been resumed, owing to the large and lucrative trade which has sprung up in Refined Sugar, already referred to above. Over 20 steamers thus entered the port during 1901 direct from Hongkong and Taiwan, as well as from Ilo-Ilo.

Since 1896 several smaller lines of steam-launches have been introduced for the benefit of the local passenger traffic. This traffic has increased to such an extent that the launches are often dangerously crowded, and the owners have had to be warned. The spontaneous development in the inland navigation seems to show, however, that the Natives in this part of China are not averse to profit from any Western enterprise that tends to promote intercourse and trade.

(c.) The following table shows the Revenue of the port each year from 1892 to 1901:—

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	TONNAGE.	TRANSIT.	TOTAL.	OPIMUM DUTY AND LIKIN.
	<i>Hk.Tam.c.c.</i>	<i>Hk.Tam.c.c.</i>	<i>Hk.Tam.c.c.</i>	<i>Hk.Tam.c.c.</i>	<i>Hk.Tam.c.c.</i>	<i>Hk.Tam.c.c.</i>	<i>Hk.Tam.c.c.</i>
1892.....	29,887.5.9.0	478,885.7.2.1	35,112.5.0.3	3,884.6.0.0	27,161.1.4.0	574,931.5.5.4	681,841.0.5.0
1893.....	26,602.9.5.7	550,658.2.1.6	32,300.4.2.3	4,276.4.0.0	22,957.2.4.7	636,795.2.4.3	641,191.2.3.8
1894.....	32,684.4.1.2	486,419.8.1.5	31,020.0.0.1	3,773.5.0.0	20,734.9.2.6	574,632.6.5.4	612,217.4.4.5
1895.....	41,089.0.4.6	571,852.9.3.7	33,963.3.0.4	4,312.1.0.0	21,078.7.8.4	672,296.1.7.1	568,046.4.5.8
1896.....	54,325.7.8.5	540,235.7.7.3	29,952.9.2.7	4,651.5.0.0	25,878.2.8.1	655,044.2.6.6	550,145.6.0.1
1897.....	54,857.0.7.2	298,080.5.7.0	31,421.2.7.9	3,681.2.0.0	27,745.3.6.1	415,785.4.8.2	416,619.8.4.4
1898.....	52,686.6.3.9	231,205.7.0.2	28,161.2.4.7	5,416.1.0.0	25,709.4.7.0	343,179.1.5.8	392,376.3.2.6
1899.....	63,325.7.9.9	287,697.2.8.0	41,304.2.8.2	5,991.4.0.0	30,742.9.8.2	429,061.7.4.3	371,809.0.0.7
1900.....	59,011.4.0.0	275,977.8.2.5	38,980.0.0.1	3,893.9.0.0	26,878.2.2.4	404,741.3.5.0	281,442.8.3.8
1901.....	87,825.9.7.8	248,269.5.8.2	41,437.8.3.1	5,137.1.0.0	33,049.8.9.8	415,720.3.8.9	259,252.9.5.0

In order to more readily judge the actual state of, and fluctuations in, the Revenue, Opium Duties and Likin have been placed separately, after the "Total" of the ordinary Dues and Duties.

The large decline in the Revenue under the heading of Opium, amounting to over *Hk.Tam.* 400,000, is primarily due to the effects of the introduction of a heavy Likin in 1887, and, next, to the general diversion of the trade to Hangchow when that port was opened to Foreign trade in 1896. Under the heading of Export, the Revenue suffered another serious decline, of about *Hk.Tam.* 200,000 per annum, by the loss of the Fychow Tea trade, which was also diverted to Hangchow. But for the loss, then, in these two important staples of trade, the aspect of the Revenue of the port would have shown quite different results. Import Duties rose from *Hk.Tam.* 30,000 to *Hk.Tam.* 90,000, mainly through the direct importation of Sugar and Sundries from the South. During the prosperous Cotton years of 1893 and 1900 the Export Duties augmented considerably; on the other hand, this revenue suffered a loss of about *Hk.Tam.* 20,000, during the end of the decade, by the shipment inland of Ningpo-made Cotton Yarn through the Likin office instead of through the Foreign Customs. Coast Trade Duties, which indicate the trade in Native produce from other ports, have steadily improved; and Transit Dues rose from *Hk.Tam.* 20,000 to *Hk.Tam.* 33,000.

(d.) The following table gives a full summary of the amount of Foreign Opium that entered this part of the province during the past decade:—

YEAR.	Ningpo.	Hangchow.	Passed at the Nan-hsin and Feng- ching Stations.	TOTAL.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
1892.....	6,199	...	2,539	8,738
1893.....	5,829	...	2,486	8,315
1894.....	5,565	...	2,214	7,779
1895.....	5,164	...	1,796	6,960
1896.....	5,001	...	1,646	6,647
1897.....	3,787	978	1,528	6,293
1898.....	3,580	993	1,449	6,022
1899.....	3,380	1,957	1,249	6,586
1900.....	2,559	1,797	852	5,208
1901.....	2,357	1,852	964	5,173

From this it will be seen that the total quantity of Opium conveyed into the province in 1892 amounted to 8,738 piculs, and fell in 1901 to 5,173 piculs; and that, taking this port separately, the decline during the same period was from 6,199 to 2,357 piculs. The share taken by Hangchow, since its opening in 1897, has been between 1,000 and 2,000 piculs per annum.

The general decline in the Opium trade here is due to various causes, the most prominent being the high prices ruling in the Foreign market, the heavy Likin introduced in 1887, and the

preference now given to Native-grown Opium. As regards prices, these have almost doubled, as shown by the following figures giving the average prices of the various kinds of Foreign Opium for the last two decades:—

	MALWA.	PATNA.	BENARES.
	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>
1882-91..... Per Chest	370	342	340
1892-1901..... "	620	600	590

With such an extraordinary advance in the price, it is only possible for the more well-to-do amongst the Chinese to smoke the Foreign drug, while the bulk of the people have to be contented with the drug grown locally, as well as that imported from the western provinces.

In 1887, when the simultaneous collection of Duty and Likin on Foreign Opium was inaugurated, in accordance with the provision of the Additional Article of the Chefoo Convention, and the old prohibition against the frontier traffic was withdrawn, a bounty system was introduced to encourage the Opium trade through the channel of Ningpo. The bounty was fixed at *Ta* 3.80 per picul, in return for which the merchants guaranteed to import a fixed amount of, say, 5,000 chests of Opium per annum. This measure contrived for some time to keep up the trade of the port. In 1897, however, when Hangchow, with its preponderating advantages as compared to Ningpo, was thrown open to Foreign trade—and that office also granted the same bounty as here,—a large diversion of the trade followed to the newly-opened port. No doubt the high authorities prefer to see as much Revenue as possible finding its way direct to the provincial capital, and, as far as the Customs is concerned, it matters little which port receives the Revenue, so long as it is properly collected. But with the merchants and people of Ningpo the situation is different. They naturally look with concern at any curtailment of trade that affects them closely, and which is naturally considered a step backwards in the prosperity of the port.

In order to aid in safeguarding the trade, the Customs has all along accepted from the merchants a standard weight of 100 catties for each chest of Malwa Opium, so long as the excess in this weight does not go beyond the limit of 5 per cent. This benefited the trade somewhat, but, at the same time, was a distinct loss to our Revenue of several thousand taels per annum. Again, the merchants have introduced amongst themselves a credit system for Opium purchases, instead of cash payments, which has been greatly made use of.

In connexion with this subject, it should be mentioned that the maintenance of the two Opium frontier stations at Fêng-ching and Nan-hsün is still continued, and involve an outlay to this office of over *Hk. Ta* 4,000 annually. The opening of Hangchow to trade, and the diversion already spoken of, coupled with the large decline in traffic at the stations themselves, would make it advisable, if not to close the stations, at any rate to place them under

the Hangchow office, which is so much nearer, and where they therefore can be much more conveniently dealt with.

Though it is said that opium-smoking is not now so general amongst the population of Chehkiang as it was hitherto, and that the great decline in the Indian drug may, to some extent, be attributed to this cause, there is abundant evidence that the Foreign drug is being largely supplanted by the product grown locally. In several districts in this rich circuit the poppy is now grown, more or less. The writer has himself seen experimental cultivation of the plant at Campo itself, and along the seashore of the neighbouring district of Tzû-chi, not far from Ningpo, where the soil is said to be peculiarly suitable, a very fine juice is gathered in the second moon, or a month sooner than elsewhere. But here the Opium obtained is barely sufficient for the requirements of the rural population; it is further south, in the Hsang-yen and Tai-ping districts of the Tai-chon prefecture, that the cultivation is more general and where a surplus is obtained for exportation. The product in its raw state compares favourably with that of Szechwan, but being, at the time of manipulation, systematically adulterated, it fetches a small price in the market.

Wherever the cultivation of the poppy is carried on in this province, it is done so without any restrictions. The taxation varies, and, as usual, is farmed out to deputies appointed in those localities where the drug is more abundantly grown. As the bulk of the Opium obtained is smuggled, in small lots, by the countless boats that ply along the coast and through the canals that intersect the circuit in every direction, the revenue collected is trifling. The officials will never be able to receive any proper revenue on Native Opium till every farm growing it is licensed and registered and held responsible for the quota produced; and as long as the farmers are sure of the original price of their product, there should be no unsurmountable difficulty in carrying out this measure satisfactorily, as is done in other parts of Asia.

The quantity of Native Opium imported from outside provinces through this office was only 18 piculs in the beginning of the decade, and reached 220 piculs towards the end. It is mainly Szechwan Opium. A good deal of this Opium also reaches the province overland through Kiangsi, and is disposed of at the great centres Ch'u-chou (衢州) and Lan-hei (蘭溪).

(c.) The following table shows the fluctuations in sterling value of the Haikwan tael during the decade:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
4 4½	3 11½	3 2½	3 3½	3 4	2 11½	2 10½	3 0½	3 1½	2 11½

During the same period the Haikwan tael and the Mexican dollar exchanged for copper cash as follows:—

—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Cash.	Cash.	Cash.	Cash.	Cash.	Cash.	Cash.	Cash.	Cash.	Cash.
Haikwan tael.....	1,520	1,520	1,528	1,528	1,294	1,400	1,478	1,437	1,430	1,400
Mexican dollar.....	1,010	1,010	1,015	1,015	860	930	982	955	950	930

It will be seen from the above tables that, on the extraordinary decline witnessed in the value of bar silver in 1894, the exchange value of the Haikwan tael promptly dropped to 3s. 2½d., and that in 1898 it reached as low as 2s. 10½d. The quotations given are those of Shanghai, Ningpo having no direct Foreign exchange business. The value of the Haikwan tael as well as the dollar, as represented by copper cash, has also declined, viz., from 1,528 to 1,294 cash in the case of the Haikwan tael, and from 1,015 to 860 cash in that of the dollar, these being respectively the highest and lowest quotations during the decade. Simultaneously with the depreciation of silver, the purchasing power of copper cash, which is still the chief currency for everyday purchases, has fallen considerably. Thus, silver has doubly depreciated, for it no longer produces as many cash, and the cash it does produce no longer buys as many commodities.

AVERAGE PRICES OF PRINCIPAL EXPORTS.

DESCRIPTION OF GOODS.	1892.	1895.	1898.	1901.
	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta
Alum, White..... Per Picul	0.75	0.80	1.20	1
Beancurd..... "	3	2.61	3	3.50
Cotton, Raw..... "	8.80	10.10	11.50	14
Cuttle-fish..... "	4.35	5.40	9.40	8.50
Fans, Paper..... Per Hundred	3.17	3	4	5
Feathers, Duck, Fowl, etc. Per Picul	13	12.79	9.82	16.75
Fish, Dried and Salt..... "	3	3.11	3.05	6.75
" Maws..... "	44.60	61.39	63.98	67.50
Oil, Ground-nut..... "	3.85	4.50	6.20	8.88
Paper, Joss..... "	16	17.30	20	27.75
Pipes, White Metal..... "	30	30	50	105
Rush Hats..... Per Hundred	7.86	...	8.50	10.23
Samshu..... Per Picul	1.50	1.50	1.80	2.48
Tea, Green..... "	19.88	20.50	19.80	22.50

The above list shows that commodities both for Foreign and home consumption have risen largely, an inevitable result of the enhanced prices consumers have at present to pay for all Foreign goods, as Opium, Yarn, Cotton Piece Goods, Metals, etc., in addition to the general increase in the local taxation to meet war expenses and Government loans.

(f.) As regards the average annual values of trade of the port, a comparison of the two last decades shows the following approximate result:—

—	IMPORTS: Value at Moment of Landing.	EXPORTS: Value at Moment of Shipment.	EXCESS OF IMPORTS OVER EXPORTS.
	Hk. Ta	Hk. Ta	Hk. Ta
1882-91.....	6,500,000	5,500,000	1,000,000
1892-1901.....	9,000,000	6,000,000	3,000,000

Imports exhibit an increase of 2½ million taels between the two decades, notwithstanding the diminution in the Opium trade; and Exports show an increase of half a million taels, although the entire Fychow Tea trade was lost to the port. Some allowance must, of course, be made on account of the rise in the value of most goods, yet the above figures show that, on the whole, the regular trade of the port has steadily augmented during the period under review.

(g.) Very few changes have taken place at this port in respect of the character and occupation of the population. The only one of special importance which might be mentioned in this connexion is the emigration of coolies for the Straits Settlements which has been recently started. It seems that some difficulties had arisen last year in engaging coolies at Amoy, when attention was drawn to this port as a likely place where the traffic might be successfully attempted. Chinese agents arrived, and in a comparatively brief space of time a sufficient number of emigrants were bespoken, it being the cold season, when many labourers were out of work. On the arrival of the steamer 500 men were in readiness to depart, partly from Ningpo and partly from Chinhai, the officials having issued notices beforehand to smooth matters, and appointed deputies who, with the British Consul, went through the usual formalities of inspecting vessel and stores and ascertaining that the general rules for emigration had been conformed to.

It will be interesting to watch the result of this first experiment of coolie emigration at Ningpo. Some of the men who departed on this occasion were, perhaps, an indifferent lot of idlers; but the greater bulk was drawn from the rural class of Chinese in this neighbourhood, who are, if possible, even more excellent labourers and cultivators of the soil than found elsewhere in China, and are certainly more docile and law-abiding than their southern compatriots, and should for this reason, in many ways, be a valuable and useful addition to the Chinese settlers in the Straits. On the whole, less poverty is seen in Chehkiang than elsewhere in China, the people seeming prosperous and fairly contented, yet, as far as Ningpo and its large suburbs are concerned, living is becoming more and more costly from a Chinese point of view; accordingly, should good accounts be received from the batch of emigrants now departed, many more will doubtless be glad to profit from the experiment, which will allow them to return home with sufficient means to make life more comfortable.

The decline in Foreign interests reported in the preceding decade seems to have continued in the present. The power of the Chinese guilds, the absence of direct communication with Foreign countries, and the transfer of Foreign property to Chinese ownership cause a steady decadence of Foreign interests, as at other smaller Treaty ports; but this circumstance, nevertheless, does not point to any decline in the commercial prosperity of the port itself, in which the Foreign firms represented still have an active share in its trade.

(h.) Turning to the affairs of the so-called Foreign Settlement of Ningpo, it is a pleasant duty to place on record an important undertaking which was almost completed in April 1901, namely, the bunding of the Campo foreshore from the Custom House to the Bridge of Boats, a distance of nearly three-quarters of a mile. Part of this bunding had been made in former years, but the work of raising and widening, and the extension as far as the Bridge of Boats, was carried out by the late Commissioner of Customs, Mr. VON MOLLENDORFF, as chairman of the Ningpo Public Works Committee between the years 1898 and 1901. In 1898 the Commissioner succeeded, by his personal influence, in prevailing on the Taotai to introduce a system of Wharfage Dues, which are collected at the rate of 3 cash for every package landed or shipped on the Bund—a measure which all his predecessors for a number of years had failed in obtaining. By the successful completion of the above-mentioned huge undertaking, and the liberal funds secured, with much trouble, for the use of the Public Works Committee, the late Commissioner justly earned for himself the admiration and gratitude of everyone interested in the welfare of this port. The Public Works Committee, whose functions are solely those implied by its name, consists of six Foreigners and six Chinese, and the Commissioner, being the Taotai's representative, acts as chairman. All along, the affairs of the committee have progressed smoothly and satisfactorily, and the institution cannot but always be popular, seeing the advantages accruing gratuitously to everybody concerned, in the shape of improved and extended roads and sanitary work undertaken generally.

Since the introduction, in 1898, of Wharfage Dues, which are paid entirely by the Chinese traders, \$13,400 have been expended on bunding, landing-places, raising adjoining lanes, etc.; and all this work has been carried out by Native contractors, without the aid or expense of any Foreign engineers. In 1894 the stone bridge, originally built by the local authorities when Dew's Canal was closed, was thoroughly repaired, though it is on record in the British Consulate that this work, by right, should be done by the authorities themselves. Recently a new hardwood bridge has also been constructed across the canal at the back of Campo, thus ensuring uninterrupted communication with the Salt-gate Ferry. During the last year the work of improvement has continued without intermission; and in the near future it is the intention of the Road Committee to construct a road, 40 feet wide, from the back of the Custom House straight to the old Racecourse Road, which will give easy access to this interesting relic of the generosity and public-spirit of the early British residents of Ningpo, and also increase the value of the land in that locality.

A few years ago a contract to sink artesian wells in the Settlement was entered into by the late Commissioner with certain Japanese experts. Two attempts were made—one on Customs property at the Opium Godown, and one at the British Consulate. The port being

located comparatively close to the hills, it had been hoped that bed-rock would have been struck at some reasonable depth, when drinkable water would have been found; but this was not realised, though boring was carried to a depth of over 175 feet. On completion of the wells, a sample of the water was sent to the Municipal Health Department, Shanghai, where it was carefully analysed, but, unfortunately, found unfit for drinking purposes, on account of the excess of mineral matters it contained. Though the experiment had, thus far, turned out a complete failure, it was well worth the attempt and the money expended, seeing the extreme risks of sickness and mortality Natives and Foreigners are exposed to by the absence of good drinking water. At present the Chinese depend on rain and canal water to supply their wants, while Foreigners, at great expense, obtain water from a spring at the Ta-ying Hill on the Yao River, the water being brought down in boats especially built for the purpose.

The well-known police force at Ningpo, maintained for years by the Taotai, has continued to function in a satisfactory manner, under the judicious and experienced direction of the old controller, Major WATSON. On the 1st November 1894 the controller was deprived of the regular assistance of Sergeant J. WILLIS, who on that date joined the Customs Service. Mr. WILLIS continues, however, to assist from time to time in police affairs, and his services were especially valuable during the troublous times of 1900, when so many Chinese sought refuge here, fearing an outbreak on the Lower Yangtze. On that occasion 40 additional constables had to be engaged, at the request of the merchants and gentry of Ningpo, to maintain order in Campo. Early in 1901, when confidence was once more restored and the greater part of the refugees had returned to Shanghai, the force temporarily engaged was discharged, with the exception of 10 men, who were henceforth permanently added to the staff. This at present consists of four corporals and 26 constables, besides an interpreter and a writer—all Chinese. Glancing at the summary of police cases kept at the station, it is found that a distinct decline has taken place in criminality, namely, from 240 cases in 1892 to about 100 in 1901, which, assuming that the same vigilance is maintained on the part of the police, speaks well for the Chinese community dwelling in Campo. The cases mostly dealt with were petty larceny, quarrelling, hoarding steamers before being properly moored, gambling, etc., besides a few cases of house-breaking.

The vaccination institute, attached to the police station, was opened in 1896 by Mr. Commissioner MERRILL, and is supervised by the police controller. It is kept open during four months of spring, and its expenses are defrayed partly by the Taotai, and partly by the Charity Fund raised from fines inflicted on offenders dealt with at the station. The vaccinator, a skilled and experienced hospital assistant, receives \$20 a month while the institute is open. The number of children vaccinated during the season reaches about 1,000.

Some years ago another institution was added to the police station; it is called Pien Min Chü (便民局), "Poor Man's Bank," and is established for the use of the poorer classes of Chinese dwelling in Campo. The capital of the bank is drawn from police funds, while the working expenses are defrayed by the Taotai and the Ningpo Public Works Committee.

During the first year of the decade a lengthy controversy arose between the Taotai and the Consulate of the port about a mortuary (殓殮公所), constructed by Mr. CHANG, a philanthropic merchant, for encoffining bodies of travellers dying on board steamers or

people found dead in the streets, etc. Mr. CHANG first selected a plot at the back of Campo; but had to abandon this, owing to the opposition raised by the occupants of the surrounding houses. He then purchased a plot a short distance below the British Consulate and other dwellings, and forthwith erected the mortuary. So soon as the public became aware of this, a protest was handed to the Consuls, who at once addressed the Taotai, regretting that they had not been consulted in a matter of such importance, declaring that the suddenness of the construction of the mortuary in the very Settlement had taken them by surprise, and asserting that the establishment, particularly during epidemics, would be a source of danger to the public. The Taotai simply replied that the mortuary having already been constructed, it could not now be removed, and that it was a philanthropic undertaking, the danger of which was greatly exaggerated, etc. This led to further correspondence and recriminations too lengthy to record here. Suffice it to say that the Chinese must have known full well that the measure was distasteful to the community and only hastened to force matters simply that they might plead ignorance afterwards. Neither party, the Taotai and the Consuls, came to terms; so the mortuary was, fortunately, never made use of in the way intended, but only as a depository for empty coffins of well-to-do merchants in Ningpo. Immediately below the mortuary the Methodist Free Church Mission have now built several houses, so that, if real objections existed before against the establishment, these have now augmented, and will continue to do so as the importance of the port advances.

(i.) I am indebted to Mr. Tidesurveyor KLIENE for the notes in this and the following section, having reference to changes in water approaches and aids to navigation.

The shoal between Square Island and Tap Island, known as Middle Ground, has not extended perceptibly during the past 10 years, nor are there any important changes in the approaches to this port worthy of record, except a small shoal about three-quarters of a mile south-east of Square Island, with a depth of water of 2½ fathoms, which has been observed by pilots and masters of vessels visiting the port. This has now been named the Penguin Shoal in the British Admiralty chart No. 1,429.

The River Yung has shallowed in some parts and deepened in others; but the depth of water has always been ample for vessels of an ordinary draught trading to this port. The following are the most important changes:—The point on the south bank opposite Dew's Canal is extending, though not so much as to affect navigation. The south bank in Short Reach is also shoaling. It may not be generally known that there is a small rock near the north-west end of Short Reach, about 30 feet from the bank; it is awash at low water of spring tides, but does not interfere with the traffic. In the lower reaches there is less water in some parts and more in others.

There has been no material change in the deep-water channel at Chinhai; but the bank below Peak Rock Fort has shoaled and extended at least 50 feet to the northward and eastward, which has again narrowed the passage, though not to such an extent as to affect navigation. The two western channels for entering the port, one between Tiger Island and the mainland, and the other between Tiger Island and Seaouyew Island, have silted up so much during the period under review as no longer to be navigable for vessels of ordinary draught.

The eastern channel is now the only one made use of by Foreign steamers, the other two being practically closed.

There have been no dredging operations of any kind carried on during the period.

(j.) Peiyüshan Light, situated in this district, but maintained by the Shanghai Customs, was exhibited in 1895.

The Seaouyew Spit Buoy was permanently removed on the 27th September 1895, as it was no longer required, owing to the silting up of the channel which it marked.

(k.) Twice during the decade, in the summers of 1892 and 1896, a drought was experienced which damaged the crops and dried up the canals, and also caused sickness of varied and fatal forms amongst the people. In 1901 excessive rains fell, damaging seriously both the rice and cotton crops. These fatalities were not, however, of such magnitude as to necessitate government aid or intervention, as continually happens in other parts of the Empire.

In the winter months of 1894 small-pox made great ravages amongst children not inoculated; but this scourge has since been greatly alleviated by the introduction of vaccination institutes in various parts of this district.

Though plague has now for years been very prevalent in Southern China, this part of the province, notwithstanding its extensive trading connexions with some of the affected places, has been entirely exempted. This may to a great extent be attributed to precautions taken by the local authorities, aided by the Customs. In the spring of 1894 the Taotai adopted a set of Quarantine Regulations drawn up by the Commissioner in consultation with the Customs Medical Officer. These rules were made known to the public, and all preliminary steps which were necessary and possible were taken for their enforcement.

Every year conflagrations of smaller or larger dimensions occur, attended occasionally with serious loss of life. Some six years ago a fire broke out in the Yu-shih-chün temple, situated in Campo, while a theatrical performance was going on. There were about 300 spectators inside the building on the occasion, principally women and children, who, when the alarm was given, made a frantic rush for the front doors, which, unfortunately, as with most temple buildings, swung inwards, and could not be opened on account of the pressure of the masses behind. Great numbers were trampled to death before the fire reached them, and many more lost their lives in the flames which spread swiftly over the whole temple, so that in a very short time everything was consumed but the walls. During the next few days over 200 bodies were removed from the scene of the conflagration. As the fires that occur are mostly due to careless handling of kerosene oil, any considerable storage of oil in one place is now strictly prohibited by the authorities, each dealer being allowed to keep only four cases in each shop. For the Campo Settlement there is a fire-engine worked by the police force, aided by some 40 men paid by the Haikwan Bank. In the city and at Kiangtung there are four engines kept in good order and worked by their own fire brigades, who perform their duties with admirable coolness and skill. These brigades were originally organised by General Cook and Major WATSON, about 35 years ago.

Notwithstanding the severe punishment inflicted, piracy is still rife along the coast, especially in the neighbourhood of Tai-chou. In most cases which have been brought to the

notice of this office lorchas trading with Shanghai and river ports have been the sufferers, and the plan of attack has almost invariably been the same. The pirates open fire, board the vessel, remove a quantity of the cargo, and seize two or three of the crew as hostages, whom they hold at a ransom varying according to circumstances, and then leave the vessel and the rest of the crew to find their way to their port of destination. On each occasion of a case of piracy the matter has been promptly reported to the local authorities, and quite lately some 14 men, captured at San-mên, were conveyed to Changhai and there suffered capital punishment. It is averred that the condition of the cuttle fisheries has a good deal to do with the insecurity on the coast, many of the so-called pirates being oftentimes nothing more than fishermen, who have been brought to the verge of destitution by the failures for several successive seasons of their legitimate means of livelihood.

(l.)

(m.) During the last decade there were three scholars of this province who gained the highest degrees at the Peking examinations, viz., WU SHIH-CHIEN (吳士鑑), born in the Yen-ho district of the Hangchow prefecture; YÜ CHANG-LIN (俞長霖), born in the Huang-yen district of the Tai-chou prefecture—these two graduates obtaining the second degree of *pang-yen*; and YÜ PI-YÜN (俞陸雲), born in the Tê-ching district of the Hu-chou prefecture, who obtained the third degree of *tan-hua*.

(n.) No especially noteworthy literary or educational movement has taken place during the past 10 years.

(o.) At the examinations held for the *chü-jên* degree in the years 1891, 1894, and 1897, 348 candidates passed successfully. At the four examinations for the *hsiu-ts'ai* degree held during the period 5,400 candidates obtained their degrees.

(p.)

(q.) The junk traffic at this port, though considerably reduced by the competition of steamers and the centralisation of trade at Shanghai, is still very important. Not only is the amount of cargo carried annually very large, but the building, outfitting, and manning of the many trading junks, large and small, that frequent the port occupy hundreds of thousands of people, both on the mainland and the Chusan archipelago. Most of the junks trading here are built in this prefecture, but quite a considerable number are also built elsewhere, particularly in Fuhkien, at the expense and under the supervision of natives of this place.

On the 11th November 1901, in accordance with the stipulations of the Peace Protocol, this office took over charge of the Native Custom Houses at Ningpo and Changhai and the two stations, Hsiao-chiang (小港) and Sba-t'ou (沙頭), which were situated within the 50-li radius of our control. It is a pleasure to place on record that, owing to the excellent counsels brought to bear by the Superintendent, the peaceful disposition of the people in this locality, and the judicious directions of the Inspector General in paying due regard to the feelings and claims of old employés, the first six months of the new *régime* have passed off, so far, very satisfactorily. The old staff rendered cheerful assistance, both at Ningpo and Changhai, in rearranging the work of the various departments, in supplying useful information regarding

treatment of cargoes and levies of Duties and fees, and in making many intricate questions clear as regards vested interests. Much of the in-door and out-door routine work was also found more practical than at first sight imagined. The great difficulty at present, still to be dealt with, is the satisfactory disposal of a hundred odd men forming the old preventive staff at Ningpo and Changhai, who hold their rank by purchase, and who, in lieu of wages, levy small fees on junks and their cargoes according to a fixed scale. These charges have to be abolished; and it is the intention of this office to retain a third of the said staff, which will be ample for our requirements, and to discharge the remainder with a small compensation.

The Duties are levied according to the old Hu Pu tariff, and the annual collection is estimated at about *Hk. Tā* 150,000. This tariff is extremely low; but the various Likin charges being abnormally high, in some instances reaching *Tā* 4 for every Duty-tael paid to the Native Customs, the junk business is greatly hampered. Exact declarations of weight and tare on junk cargoes cannot, therefore, well be insisted on at present, as this would mean a corresponding increase in Likin ruinous to trade. The introduction of a uniform rate for junks, even at so seemingly high a rate as 15 per cent., would be a distinct gain to the trade, if all Likin charges and fees generally were totally abolished.

From careful statistics kept at Changhai already since the summer of 1901, we find that there are about 10,000 junks that enter and clear the port annually. These are divided as follows:—

Northern (Shantung) junks	300
Southern (Fuhkien) junks	100
„ (Taiwan) junks	400
„ (pole) junks	800
Tai-chou junks	200
Chusan (i.e., Tai-shan, Chinkiang, etc.) junks	8,000

This number does not include the smaller fishing junks. The value of the trade, inwards and outwards, for the six months just passed reached about *Hk. Tā* 6,500,000. Now that the traffic has come under our control, we shall soon be able to know exactly the condition of this trade, which has hitherto been a very perplexing matter to solve.

(r.) and (s.)

(t.) The end of the decade has seen a great augmentation in the functions of the Imperial Maritime Customs at Ningpo. In March 1897 the Imperial Chinese Post Office was opened, under the direction of the Commissioner, and this institution is now steadily progressing in scope and importance. With the exception of one Foreign Postal Clerk, and the attention given in the Commissioner's office to the correspondence and accounts, all routine work of the I.P.O. is entirely done by a Chinese staff, numbering, at present, 30 to 40 employés. Owing to the many branch and box offices opened, and the recent reduction in the local tariff, a marked increase in mail matter is noticed day by day. The work of the I.P.O. generally, but more especially of postal extensions inland, is one which is fraught with much anxiety and worry. To ensure prompt despatch of mails, to engage intelligent and trustworthy men, and obtain suitable offices with due regard to economy, all demand the utmost care and attention of the

Postmaster. But there is no doubt that a few years will see this great and interesting work rewarded with success, and yielding results in every way as satisfactory as in other parts of the world.

In November last, as already recorded elsewhere in this Report, this office assumed charge of the Native Custom Houses at Ningpo and Chinhai and two sub-stations. The number of additional employes thus placed under the directions of the Commissioner reaches about 120 men, all fully occupied in the busy season. Only four members of our Foreign staff have been temporarily detached for duty at the Native establishment. At present, all details of Revenue and trade statistics, as well as pay sheets, are prepared at the Native offices, and passed on in complete condition to this office, where also all special cases demanding attention are finally dealt with. The control of this additional service naturally involves much work and patience; still, it is one of great interest and importance, which might well have been taken in hand already some years ago. Matters that seem difficult and complicated now will become simpler and more readily understood as time goes on. But the service will never be perfect till all outlying stations, now still in the hands of the Superintendent, have been included—a matter easy enough when the present work has been satisfactorily dealt with.

Another function added to our Department is the administration of the affairs of the Ningpo Public Works Committee, of which the collection of Wharfage Dues, charged at a rate of 3 cash on every package landed or shipped on the Bund, is the most important. This matter is entrusted to one Chinese Clerk and two Shupan, paid by this office, the general accounts of the Committee being kept gratuitously by the Commissioner's Assistant. Similarly, all public work carried on is superintended by a Foreign member of the Customs Out-door staff.

(u.) On the occasion of the Japanese war and the Boxer disturbance in North China, the forts at Chinhai, at the mouth of the river, were increased and strengthened. Beyond this, little or no development in military and naval matters has to be recorded.

Some of the local military officials have been agitating for the establishment of a college for military students; and the Governor of the province, on being approached on the subject, expressed his great sympathy with such a step, but regretted that he had no means whatever to assist it financially. So a scheme was set on foot locally to raise funds by voluntary subscriptions, and by levying a small fee on every passenger travelling by steamer and by inland *hang-shih* boat, besides a tax on houses built on government ground round the city walls. Finally, it was proposed to dispose of all monasteries found not carrying on any religious observances. By these means it was hoped to raise about \$20,000 per annum; but the whole stranded on the principal source of income, the steamer passenger fee, to which the companies concerned were strongly opposed. The intention was to engage the services of Foreign military instructors, and, pending the construction of a proper college, the Yen-ch'ing monastery (延慶寺), a spacious building in the city, was to be taken in use. The principal promoter of this scheme is Mr. CHOU JU-SHENG, who, holding the rank of a colonel, seems an energetic and upright official, and is much liked both by Foreigners and Chinese.

The most noteworthy event in industrial matters is the establishment of the T'ung Chin Yuan (通久源) Cotton Mill, at the back of Campo, on the south bank of the Yu-yao River.

In the preceding Decennial Report it was placed on record that a small company had been started in 1887, by Chinese, with a capital of T'ia 50,000, to carry on a business of ginning cotton. This being attended by decided success, another company was formed in 1894, with a capital of T'ia 300,000, fully subscribed by well-to-do Chinese in Ningpo and Shanghai, with the intention this time of undertaking both spinning and weaving. The mill commenced work in June 1896, and employs, at present, 750 factory hands, chiefly women and children, in addition to overseers and artisans. The monthly output last year was 2,500 piculs of yarn, the mill still confining itself entirely to spinning. As was reasonably expected, situated in a great cotton-producing region, with abundant labour, the continued success of the mill was assured. Some advantages were also gained by the promoters in being allowed by the authorities, in common with the two mills at Shao-hsing and Hangchow, to send their goods inland, under Likin rules, by an annual payment of \$7,000, instead of taking out Passes at our office and paying the Tariff rate of 7 mace per picul.

(v.) The following missionary societies are represented in Chehkiang:—

(1.) Roman Catholic:—

Foreign missionaries	20	}	46
" Sisters of Charity	26		
Native priests			14
" catechists			81
" Sisters of Charity			52
Converts			13,900
Catechumens			2,800

(2.) Church Missionary Society (Church of England):—

Foreign missionaries, male	13	}	28
" " female	15		
Native clergy			14
" teachers			66
" Christians			3,100

(3.) American Baptist Mission:—

Foreign missionaries, male	9	}	24
" " female	15		
Native Christians			770

(4.) American Presbyterian Mission:—

Foreign missionaries, male	7	}	17
" " female	10		
Native Christians			1,280

(5.) Methodist Mission (Ningpo and Wenchow):—

Foreign missionaries, male	8	}	17
" " female	9		
Native Christians			2,500

(6.) China Inland Mission:—

Foreign missionaries	72
Native Christians	3,678
" helpers, paid	165
" " unpaid	74

Summary.

Foreign missionaries:—

Roman Catholic	46
Protestant	158
TOTAL FOREIGN MISSIONARIES	204

Native Christians:—

Roman Catholic	13,900
Protestant	11,328
TOTAL NATIVE CHRISTIANS	25,228

(w.)

(x.) Of prominent officials who have held office in Chehkiang during the past 10 years, hardly any have been of national celebrity; on the other hand, of Chehkiang men who have attained distinction in other provinces the number is greater. WANG WEN-SHAO (王文韶), born in Hangchow, holds at present the rank of Grand Secretary and Minister of the Board of Foreign Affairs; CH'EN YING-FU (錢應澂), born in Kashing, who was formerly President of the Board of Rites, is at present a Councillor of State; TAO MU (陶模), also born in Kashing, is Viceroy of the Two Kwang provinces; YÜ LIEN-SAN (俞連三) is Governor of Hunan; and CH'EN PANG-JUI (陳邦瑞), born in Ningpo, is a President of the Board of Works.

(y.) Of literary men of note, LI TZ'Ü-MING (李慈銘), born at Shao-hsing, stands foremost in this province. He took the degree of *chin-shih* and became a Member of the Hanlin College in 1880, and was subsequently appointed to a Taotaiship in the province of Sbansi. He wrote a number of books, of which two only have been published, at the expense of his friends: 越縕堂駢體文 and 綠華蔕附閣詩集—essays on literary subjects, remarkable for their elegance in style and composition. The remaining works by the same author are left in manuscript with the PING family at Shao-hsing. LI died in 1894.

Another scholar of repute is T'ANG SHOU-CH'EN (湯壽潛), born at Yin-hsien, in the Shao-hsing prefecture. He became a *chin-shih* in 1838, and was 欽點, or marked off by the Emperor as a Member of the Hanlin College. He has held posts both as Magistrate and Prefect, and acted for some time as secretary to one of the late Governors of Chehkiang. T'ANG is the author of various works, one of the most interesting being 危言—short essays on military, financial, and literary subjects, which advocate progress according to Western ideas. Though the writer is considered by his countrymen rather one-sided in his arguments, yet his ability is recognised, and his publications are read with pleasure.

(z.) From what has been set forth in the preceding pages, it will have been seen that, notwithstanding the great concentration of trade at Shanghai, and the partial diversion of some staples from this port to Hangchow when that port was opened to trade in 1897, Ningpo still holds an important commercial position, which it will be hard to further encroach upon. It is the firm conviction of all who have paid any attention to the condition of this interesting Treaty port that when the mineral resources, in which this province is as rich as the adjoining ones, shall be utilised, and when a railroad has been constructed from Ningpo through the rich and prosperous plain of Shao-hsing, opening a direct communication with Hangchow and Shanghai, this port will certainly once more become the leading and flourishing trading centre it was of old; and to this conviction the excellent position of the port, away from the ever silting-up approaches of the Yangtze, lends additional strength. The introduction of railways may give rise to some anxiety on the score of the canals, but these latter are so wonderfully complete and thorough that the traffic on them cannot possibly be touched by the existence of the single line of rail referred to.

Another step which would materially improve the status of this port is the proposed removal of the present exorbitant local and inland taxation and the introduction of a fair Duty on all cargoes carried by steamers as well as by junks. This would give a great impetus to trade, and also, doubtless, place Foreigners in a position to resume trading operations which they so reluctantly had to relinquish in the "sixties."

The Chehkiang men, with their long-standing experience of Foreigners and the evidence they have already given of progress, seem, on the whole, to be a less conservative race than many of their countrymen. This being so, no doubt Western improvements will advance, by which both port and province will be benefited. To this, we who have had the good fortune to sojourn in this beautiful locality, and who have seen the marvellous industry prevailing in every corner and the friendly ways of high and low, can only add the sincere hope that peace and quiet may reign here for many years to come.

FR. SCHJÖTH,

Commissioner of Customs.

CUSTOM HOUSE,

NINGPO, 31st December 1901.
1st July 1902.

WENCHOW.

DECENNIAL REPORT, 1892-1901.

(a.) REVIEW OF TRADE.—Not much progress has been made during the past 10 years. Summarising the Reports of the Commissioners for the period under review, it is found that in 1892 the trade was brisk and fair profits were realised—the net value was greater than in any preceding year. 1893 was, commercially, the best to date; a Foreigner established a hong here, and ran a steamer between Wenchow and Hongkong *via* Foochow and Amoy, but the venture was abandoned after eight months trial. In 1894 there was a large increase in the export of Tea, but a serious decrease in most of the other principal articles. 1895 was noticeable in that the amount of Revenue collected was the highest on record. The year 1896 was satisfactory, except for the falling off in the exportation of Tea. In 1897 improvement took place in all branches. 1898 was the best up to date in point of value, and second best as regards Revenue. In 1899 there was a general expansion all round; the total Revenue collected exceeded any previous year, and it was expected that the resources of the district would be made to yield even better results, if properly exploited by enterprising merchants and aided by amelioration in the Likin system. 1900, however, though it began well, was a bad year for trade, owing to the troubles up North; the Revenue declined considerably, the export of Tea was less, Rice was very dear, and, all round, trade was dull. In 1901 affairs were slightly better than in the previous year, but not so flourishing as in 1899.

(b.) CHANGES IN TRADE AND VALUE OF TRADE.—There are no changes to chronicle as having taken place in the trade of the port. Sumatra Kerosene Oil appears in our Returns for the first time in 1896, the total importation being 42,000 gallons; since then the figures have increased, the total for 1901 being 266,200 gallons. Three other new articles, in 1894 to 1896, are Japanese, Shanghai, and Ningpo Cotton Yarn.

The gross value of the whole trade of the port in 1901 was *Hk.Tls* 1,466,918, and in 1892 it was *Hk.Tls* 704,719. The net value of Foreign goods from Native ports in 1901 was *Hk.Tls* 705,369, as against *Hk.Tls* 409,850 in 1892, or an increase of 72 per cent., the principal increase being in Sugar, Russian and Sumatra Kerosene Oil, Iron Wire Cables, Japan Ginseng and Seaweed, Dyes, and Fans, while there was a decrease in Cotton and Woollen Goods, Patna Opium, American Kerosene Oil, Japan Matches, and Indian Cotton Yarn. Imports from Foreign countries were small in value throughout the decade, and since 1896 there have been none direct. Foreign goods from Hongkong or Japan are transhipped at Shanghai for Wenchow.

The total importation of Cotton Goods during the 10 years was 799,163 pieces, as against 861,660 pieces during 1882-91; and of Woollen Goods, 32,701 pieces, as against 57,265 pieces.

Excluding *Hk.Ta* 112,609, the value of 46,443 piculs of Rice imported from Shanghai to make up for the failure of the local crops, the net value of Native goods imported in 1901 was *Hk.Ta* 275,911, as against *Hk.Ta* 109,660 in 1892. The most noteworthy gain is in Native Cotton Yarn, Beans, Hemp, and Native Matches, while there was a loss in Medicines and Red Dates.

In 1896 the importation of Indian Yarn increased to 1,914 piculs; but from that time it has gradually dwindled to 175 piculs in 1901, owing to its being unable to compete with the Native material, which is not only cheaper, but is allowed to go into the interior free of Transit Dues.

Large quantities of Native and Japan Matches are used here, preference being given to the former, as they are cheaper, and will catch fire on any dry surface, whereas the Japanese only light on the box, which is at times affected by the damp. The retail price of the Japanese kind is 32 cents per gross; and the Chinese, 24 cents per gross.

The Re-exports are small, their total value for the 10 years amounting to *Hk.Ta* 12,024 for Foreign goods, and *Hk.Ta* 9,777 for Native goods.

The value of Exports to Native ports, principally Shanghai, was *Hk.Ta* 366,900 in 1901, or just double the figures for 1892. The chief increase was contributed by Green Tea, Planks, Oranges, and Poles, while the shipments of Black Tea, Coir, and Coirware were smaller. Since 1898 there have been no shipments direct to Foreign countries.

Green Teas appear for the first time in 1893, the amount exported being 1,121 piculs; in 1901 it was 6,044 piculs.

Tea continues to be the principal article of export. In 1891 the total shipped was valued at *Hk.Ta* 101,760; in 1901 it reached *Hk.Ta* 157,219—about 43 per cent. of the whole Export trade. The following table shows the export of Tea during the years 1892 to 1901:—

—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
Black.....	3,009	3,976	3,362	3,831	3,256	2,511	1,692	2,297	1,863	991
Green.....	...	1,121	1,903	5,405	3,117	4,700	6,743	7,502	5,722	6,044
Unfired.....	4,682	6,386	9,014	11,349	3,095	6,098	4,612	4,486	3,152	6,062

There are seven Tea hong in this district—six in Wenchow and one in Ping-yang (平陽). Only one hong does business in Green Teas. Judging from previous Reports, there does not appear to be much money made in Tea. Last year, for instance, though the crops were good, the prices were so low that Tea costing *Hk.Ta* 18 a picul could only obtain an offer in Shanghai of about *Hk.Ta* 12. The area of cultivation increases slightly every year, but the cost of production is too great to admit of the trade developing to any great extent. The Likin office here charges \$1.60 per picul on Green Teas, and 90 cents on Congou and Unfired Teas. A heavy tax is levied when Tea crosses the border of the Fnhkien province, and there

is another charge at the South Gate Likin office when it enters Wenchow. The Taotai further collects the sum of 360 cash per picul as a tax (茶引) on all Teas exported. The prices per picul in 1901 were: Congou, first quality, *Hk.Ta* 19; second quality, *Hk.Ta* 13 to *Hk.Ta* 16; Green Teas, first quality, *Hk.Ta* 24; second quality, *Hk.Ta* 14 to *Hk.Ta* 18; Unfired Tea, *Hk.Ta* 7. The highest priced Tea, therefore, paid an Export Duty of a little over 10 per cent.; and the lowest about 29 per cent. Duty was levied on this latter class at the rate of *Hk.Ta* 2 per picul, i.e., a discount of 20 per cent. off the declared weight.

The second Export of importance is Planks, valued at *Hk.Ta* 42,176.

The third on the list is Oranges (柑子), in which there is a steady trade in peaceful times.

Another important article is Poles, of which 34,567 pieces, *Hk.Ta* 17,284, were shipped in 1901, as against 18,712 pieces, *Hk.Ta* 5,279, in 1892.

The Transit trade has increased. The total value of Foreign goods sent inland during 1892-1901 was *Hk.Ta* 576,518, covered by 28,516 Passes, as against *Hk.Ta* 260,149 in the previous 10 years. The markets for Kerosene Oil (American, Russian, and Sumatra), Cotton Yarn, Shirtings, T-Cloths, Iron Wire Cobbles, Seaweed, and Sugar—which are the principal articles—continue to be the same, namely, Tai-chon (台州), Huang-yen (黃巖), and Yo-ch'ing (樂清), in the north; Lung-ch'ian (龍泉), Sung-yang (松陽), and Ch'u-chou (處州), in the west; and Ping-yang (平陽) and Jui-an (瑞安) in the south. 3,668 piculs of Chinese Cotton Yarn, covered by 968 free Passes, and valued at *Hk.Ta* 71,765, were sent inland, chiefly to Ping-yang, Jui-an, and Yo-ch'ing.

No Outward Transit Passes were issued.

(c.) REVENUE.—The total collection in 1892 was *Hk.Ta* 36,996, and in 1901 *Hk.Ta* 45,981, or an increase of just under 25 per cent. In 1899 the total, *Hk.Ta* 64,574, was the highest; but in comparing it with the totals of 1900 and 1901, it must be borne in mind that from July 1900 up to the present time the China Merchants Company's s.s. *Poochi* has traded here under the American flag, and consequently could bring no Opium. Compared with 1899, the falling off of Opium Duty and Likin in 1900 amounted to *Hk.Ta* 9,449, and in 1901 to *Hk.Ta* 14,256.

(d.) OPIUM.—Foreign.—Only 2 chests of Malwa were imported during 1901, whereas there were 25 chests in 1892. Patna is the only kind that now finds a market here; 101 piculs were imported in 1892, as against 28 piculs in 1901, principally due to the above-mentioned fact that the Wenchow steamer flew the American flag. The following table shows the amount of Foreign Opium imported during the decade:—

—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
Malwa.....	25	34	7	5	5	...	1	8	3	2
Patna.....	101	104	77	59	98	108	126	148	71	28
Benares.....	...	1	1	...	...	...	1	3	...	...
TOTAL.....	126	139	85	64	103	108	128	159	74	30

The balance required for consumption was brought in either by government launch or overland from Ningpo or Foochow; but as all of it, it is stated, bore Customs labels, it had paid Import Duty at some other Treaty port.

The majority of opium-smokers here being very poor, use the Native drug; the better-off smoke a mixture, principally, of Patna and Native, very few being rich enough to enjoy unadulterated Indian Opium. The price of Patna per ball of 3 catties was \$22 in 1892, and in 1901 it was \$32. 70 per cent. of the Patna imported is consumed locally, and 30 per cent. goes to Jui-an and Ping-yang. The following table shows the average price of Foreign Opium per picul for the years 1892 to 1901:—

—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Hk.Ta	Hk.Ta	Hk.Ta	Hk.Ta	Hk.Ta	Hk.Ta	Hk.Ta	Hk.Ta	Hk.Ta	Hk.Ta
Malwa.....	496	490	574	594	580	...	740	694	736	715
Patna.....	440	435	483	546	523	509	537	582	687	637
Benares.....	...	404	462	...	...	...	539	577	...	...

Native.—With the exception of Tai-shun-hsien (壽順縣), the poppy is grown in all parts of the Wenchow prefecture, notably in the Jui-an (瑞安), Ping-yang (平陽), and Yo-ch'ing (樂清) districts, and also, though in a lesser degree, on the island of Yu-huan (玉環) and in the neighbouring prefecture of Ch'u-chou. As regards the two last-named, it is next to impossible to get reliable statistics; but in this prefecture it is generally stated that the area of arable land devoted to the cultivation of the poppy ranges from 5 per cent. in the more remote places to 50 per cent. in the neighbourhood of important trade centres, such as Jui-an, Ping-yang, and Yo-ch'ing. A mou of land is estimated to yield from 2 to 3 catties of the crude drug, and the total annual output is placed, roughly, at 4,000 piculs, as shown in the following table; the values are given in dollars, as the gross value of one year's crop of Opium (liquid) is estimated at \$3 per catty:—

	QUANTITY.	VALUE.
	Piculs.	\$
Jui-an-hsien (瑞安縣)	1,225	367,500
Ping-yang-hsien (平陽縣)	775	232,500
Yung-chia-hsien (永嘉縣)	775	232,500
Yo-ch'ing-hsien (樂清縣)	1,000	300,000
Yu-huan-ting (玉環廳)	225	67,500
TOTAL	Piculs 4,000	\$1,200,000

The drug of local growth finds a ready market at home, and fully half the amount produced yearly, i.e., 2,000 piculs, is consumed on the spot, whilst the balance is absorbed in equal proportions by the Fuhkien province and Hangchow. The Opium from the poppy appears in two forms—liquid and dried. The latter is made into cakes of 3 catties each, and packed

with bamboo-leaves. The former is kept in earthen-jars for sale retail to local consumers; when sent to other places it is packed in wooden tubs.

In 1896 1 picul of Szechwan Opium was imported by steamer from Shanghai; but it was not destined for consumption here, and was immediately sent on to Fuhkien. In 1901 a second parcel, weighing 58 catties, valued at Hk.Ta 247, was landed here; but although the flavour is considered better, and the price much lower, than the local drug, there was no market for this lot, and only half of it has been sold. These are the only two occasions on which Native Opium produced in another province has been imported into Wenchow.

As regards taxation, the system in vogue is to levy a charge, nominally, of Hk.Ta 60 a picul on the drug, and then to issue a pass which frees it from taxation in any other form while in this province, and is theoretically supposed to be equally efficacious elsewhere and to exempt it from any further impost. The growers do not pay any tax for the privilege of growing Opium; they simply pay the ordinary land tax for the land, and cultivate what suits them best.

Formerly, Native Opium from this province was largely exported to Formosa by junk, some being disposed of *en route* at Amoy; but latterly Fuhkien and Hangchow have been the principal customers. Opium leaving this for Fuhkien goes either by sea from this city, the island of Yu-huan, and the small ports of the Ping-yang district, or by way of canal to Jui-an and Ch'iao-tou-mén (橋頭門), in the Ping-yang district, whence it is carried overland to Tung-shan (桐山), on the Fuhkien border, where it is eventually disposed of. Opium having Hangchow for its destination goes first to Ningpo—either overland from Ta-ching (大荆), in the Yo-ch'ing-hsien, and then by way of Tai-chou (台州); or it is shipped by junk at Wenchow, Ta-ching, or Yu-huan, and sent *via* Cha-p'u (乍浦); or, as a third alternative, it goes up the Wenchow river as far as Ch'u-chou-fu, and thence to Ningpo. The remainder of the journey, from Ningpo to Hangchow, is by canal.

Primarily, anyone wishing to engage in the Opium traffic, either as grower or dealer, should be compelled to take out a license, and the former should further pay a fixed ground tax for the fields he intends to devote to the cultivation of the poppy, such as is now levied indiscriminately on all the soil utilised for agricultural purposes. A dealer wishing to convey Opium from one place to another within the province should apply to the Likin office nearest the spot where the purchase is made, and after paying a transit fee, at a fixed rate irrespective of distance, be supplied with a pass, by virtue of which he will be permitted to convey his purchase to its destination without its being subjected to any additional impost.

Native Opium hailing from this prefecture goes by the name of 土漿, and, in like manner, that which comes from the Tai-chou prefecture is known as 台漿. Both the kinds mentioned have an approximate value of \$300 a picul.

(c.) EXCHANGE.—For commercial purposes, the price of silver at this port is entirely regulated by the exchange rates ruling in the Shanghai money market as published in the newspapers on the day the Wenchow steamer leaves Shanghai.

The standard dollar usually current here is the Mexican clean dollar. A merchant pays Duties to the Customs-banker at the fixed rate of \$152 per Hk.Ta 100. A local taal (看平銀) is worth \$1.50. There are 930 to 970 cash in a dollar; in 1892 the rate was 1,000 to 1,050

cash. In like manner, a Haikwan tael is nowadays only worth 1,415 to 1,475 cash; 10 years ago 1,520 to 1,600 cash could be obtained for a tael of pure silver.

(f) **BALANCE OF TRADE.**—The following table shows the comparative values of goods arrived (*minus* Import Duty and charges) and of goods departed (*plus* Export Duty and charges), and the balance of trade against the port, during the decade:—

YEAR.	IMPORTS: Value at Moment of Landing.	EXPORTS: Value at Moment of Shipment.	EXCESS OF IMPORTS.
	Hk. \$	Hk. \$	Hk. \$
1892.....	468,607	218,550	250,057
1893.....	536,939	366,837	170,102
1894.....	482,711	315,734	166,977
1895.....	568,248	553,591	14,657
1896.....	697,134	374,832	322,302
1897.....	842,023	399,420	442,603
1898.....	904,089	524,109	379,980
1899.....	1,035,901	571,473	464,428
1900.....	1,064,849	358,743	706,106
1901.....	1,011,590	434,438	577,152

(g) **POPULATION.**—No special changes have taken place at this port in respect of the number, composition, character, or occupation of its population, Chinese or Foreign.

In October 1900 the British Consul at Ningpo, while continuing to have his head-quarters at that port, was placed in charge of the Consulate here, and he pays short visits to Wenchow periodically.

August 1897 saw the withdrawal from the port of the only Foreign firm having a branch establishment here.

(h) **IMPROVEMENT IN ROADS, STREET-LIGHTING, ETC.**—We are still without telegraphic communication with other ports. The nearest place where there is a line is Lan-chi (蘭谿), about 210 miles off.

(i) **APPROACHES TO THE PORT.**—No material change has taken place in the water approaches during the period under review. The South Channel is still preferred to the North Channel, owing to the shoaling of the latter. Vessels not drawing more than 12 feet are able to reach the Lower Anchorage station at any state of the tide, and experience no difficulty in coming up the river about two hours before high water during neap tides.

(j) **NEW AIDS TO NAVIGATION.**—None have been added, nor do any at present seem called for. The only aid in use now is the Elephant Rock Beacon, in the harbour. The beacons which were formerly in use here to indicate the various crossings were removed in 1894, at the request of the territorial authorities, owing to the war with Japan.

(k) **DISASTROUS OCCURRENCES.**—In August 1895, owing to the prolonged heat of the summer, much sickness prevailed amongst the Natives, many of whom fell victims to cholera, which in October spread to the Foreign residents. In the space of a week four Foreigners and five Chinese, all occupying the same premises belonging to the China Inland Mission, were carried off by this disease.

On the night of 2nd August 1901 a "typhoon" was experienced. The river rose to an abnormal height, flooding the surrounding country for miles, and great destruction of property was caused. At Ling-k'un (靈巖), an island near the Lower Anchorage, there was great loss of life through the embankment there giving way. The local officials and gentry first sent down a supply of coffins in which to bury the dead, and afterwards subscribed rice and money for the benefit of the survivors, to enable them to rebuild their homes and replant their crops. In Wenchow city also a good deal of damage was done.

On the 28th June 1900, in consequence of heavy rain, there was a flood at Ch'u-chon and neighbourhood. Three of the city gates were washed away and great damage was done inside the city; in the lower parts the streets were under water to a depth of 20 feet. The crops were entirely spoiled and much hardship was experienced. Partial relief, however, was afforded by the local officials, and by the Governor of Chehkiang, who sent 20,000 strings of cash for distribution among the sufferers.

In the spring of 1898 more or less dissatisfaction manifested itself amongst the populace, caused by a scarcity of rice and its consequent high price, and also by certain steps taken by the new collector of the Native Opium Likin. Nobody, however, anticipated the trouble that was to follow. On the morning of the 19th May, at about 11 o'clock, immediately after the departure of the steamer for Ningpo, on the authorities attempting to enforce the collection of the unpopular land tax then about to be introduced by the provincial high authorities, suddenly and without warning all the shops in the busiest part of the city were closed, and a crowd assembled for the purpose of going to the yamén to beg for rice and protest against the imposition of the new tax. The yamén being situated in the south part of the city, no signs of a disturbance were visible in the north district, where the Foreigners live. At about 4 o'clock in the afternoon the news spread that a mob had invaded, successively, the yaméns of the Taotai, Chih-fu, Chih-hsien, and Native Opium Taotai and looted the premises, but carefully avoided committing themselves by destroying anything that was government property, such as official archives, etc., confining their attention entirely to the destruction of the private furniture and clothing belonging to the officials themselves. Up till then no one sustained bodily injury. Later on, in the evening, the Taotai issued a proclamation which had the apparent effect of restoring tranquillity; but the feeling of security was misplaced, as, on the morning of Sunday, the 22nd, a mob assembled again, and raided a wealthy rice dealer's premises close to the Chên-tai's yamén. When that official attempted to interfere, he was insulted, and eventually his soldiers had to fire on the people, killing and wounding several, before they could be made to disperse. In consequence of this, popular feeling ran very high, causing the greatest anxiety in the minds of Foreigners and all law-abiding Natives as to what might follow. Fortunately, however, no further demonstration on the part of the people took place, as the obnoxious land

tax was withdrawn, and the proposed Opium Likin remained in abeyance, owing to the immediate departure of the official charged with its collection. Meanwhile, the coming crops giving every promise of a plentiful yield, peace was finally restored. Throughout the riot no anti-Foreign feeling showed itself, nor were Foreigners insulted, though several of them walked freely amongst the rioters.

Wenchow has for a long time had a name for being infested with secret societies, generally composed of bad and reckless characters. In the Ping-yang district, in 1900, one of these societies came under the observation of the Foreign missionaries living there, through a piece of paper being thrown over the wall of the compound giving the names of the ringleaders, and announcing that the society intended to exterminate Foreigners and their converts. Little notice was taken of the circumstance, although, being coincident with the troubles in Shantung, it had some significance, as showing that the same leaven was at work. In the beginning of 1900 this society at Ping-yang was known as the "Spiritual Boxer Society," and particulars regarding their plans began to be widely circulated. In April a Taoist priest was arrested as a ringleader, but set at liberty again. Emboldened by this leniency, the society became more threatening.

In June the one remaining Foreign missionary in Ping-yang learnt that reports of the intended general murder of Foreign and Native Christians were becoming more common. After the news had arrived of the attack on the Taku Forts, and the alleged destruction of the Foreign men-of-war and of the Foreign Ministers, these rumours, which had reached Wenchow, became more alarming, the Foreign houses being placarded with posters calling on the people to kill the Foreigners; and early in July the situation seemed so critical that the Foreign community left the city and went over to live on Conquest Island.

On the 8th July the missionaries in Wenchow received a verbal message from the Taotai saying that orders had been received from Peking to enlist the Boxers in the regular army. Later in the afternoon a messenger arrived to inform the missionaries that a despatch had come from the high provincial authorities embodying the Viceroy's proclamation for the protection of Foreigners, and that they and their property would be safeguarded, but that it would be advisable for them to leave the port for the present. The next day the steamer came in, and it was decided—considering that the officials had issued no proclamations to allay anxiety, and in view of the isolated position of the port and the supposed massacre of the Foreigners in Peking—that all should leave Wenchow, which they did in the s.s. *Poochi* on the 12th July.

About this time the Boxers began active operations in the Ping-yang district, burning the chapels and houses of converts, looting property, and committing outrages on all who fell into their hands, one preacher and several Native Christians being murdered. The Foreign premises in Ping-yang city were also looted and destroyed; but the officials were able to maintain order and protect property in Wenchow itself.

The Customs staff came back by return of steamer on the 21st July, on board of which were the newly-appointed Chên-t'ai and Prefect, both of whom had strict orders from the Futai to prevent any troubles in the city. With this change in the local government, things, for the

moment, assumed a quieter aspect. The soldiers dispersed the rioters, and the former Prefect, who was anti-Foreign, had to leave the port quietly; but as he was a favourite amongst the people here, they objected to his being turned out of his post so ignominiously, and a large mob collected in the streets to resist his removal. So threatening did the state of affairs again look that the Customs staff—the only Foreigners then in port—deemed it wise to re-embark on board the *Poochi*, and left in her on the 24th. Meeting, however, the same afternoon, at sea, a Customs revenue steamer, they returned in her.

Affairs continued unsettled; but gradually the Governor's transfer, and the news of the relief of Peking and the flight of the Court, began to have their effect, and the whole prefecture became tranquillised. The Foreign missionaries returned to Wenchow in the latter part of December 1900 and re-commenced their work. The claims for damages done to their property by the Boxers at Ping-yang, and for other losses, were paid by the local authorities in three instalments (the last of which was handed over in March 1901), the total amounting to \$16,218.

During the night of 27th August 1898, at about 11 o'clock, a serious conflagration broke out amongst the numerous Chinese houses situated outside the city. Within an hour about 100 buildings between the China Merchants Company's property and the street on which the Custom House stands were reduced to ashes. The fire then seized the Likin office, next to the Customs; but the Custom House itself escaped comparatively unscathed, owing to some extent to the timely arrival of some fire-engines on the scene, but principally to the strongly built back wall of the Opium Godown, which was the means of deflecting the flames in an easterly direction, where they continued to work havoc for some hours.

(L.)

(M.) METROPOLITAN EXAMINATIONS.—Four natives of Wenchow obtained degrees in Peking during the decade, namely, CH'EN TSU-SHOU (陳祖綬), who became a *chin-shih* in 1892, and is now Magistrate of Su-sung-hsien (宿松縣), in Anhwei; HSIANG FANG-LAN (項芳蘭) and HU TIAO-YUAN (胡調元), who both became *chin-shih* in 1894; and HUANG CH'ING-CH'ENG (黃慶澄), who passed his examination for *chü-jên* at Peking in 1894.

(N.)

(O.) NUMBER OF HSU-TS'AI, ETC., AND POPULATION.—The number of graduates of the first degree allowed to this prefecture is 160; and of *chü-jên* for the whole province, 104. There have been four *chü-jên* since 1892.

The population of Wenchow city and its suburbs is now reckoned at 80,000. It is estimated that 50 per cent. of the males cannot read, and only 2 to 3 per cent. of the women can either read or write.

(P.) PHYSICAL CHARACTER AND PRODUCTS OF DISTRICT.—The district of Wenchow-fu is surrounded by hills, but may be considered very fertile, the land being cultivated to its utmost capacity. The neighbourhood of Ch'u-chou is similar in physical character, but the soil is even more productive. The city of Wenchow is drained by a creek, which, extending as it does some 120 *li* inland, serves as an excellent waterway for the conveyance of goods from and to the interior. Creeks and canals being so numerous, the transportation of goods is almost entirely carried on by means of boats. There are no pack-animals or carts.

The principal natural products of Wenchow are tea, oranges, wood, poppies, and alum. Tea is grown at Jui-an, Ping-yang, and Yo-ch'ing; oranges at Yung-chia, and also at Jui-an. Planks and poles come from Ch'u-chou, where nearly all the country-people are employed in cultivating the trees on the hills. Charcoal and firewood are also produced at Ch'u-chou. Poppies are grown chiefly at Yung-chia, Jui-an, and Ping-yang. Medicines, consisting for the most part of roots, barks, twigs, reptiles, etc., come principally from the hilly districts of Tai-shun and Ch'u-chou. Alum is produced at Ping-yang, and is chiefly exported to Ningpo by junk.

The principal industries of Wenchow and Ch'u-chou, besides farming, are the making of silk bed coverlets, which have a local reputation, coir matting, pewterware, kittysols, kittysol frames, leather furniture, wine, soapstone carving, and cloth. Ch'ing-t'ien, in the prefecture of Ch'u-chou, is noted for its soapstone carving, and Ping-yang for its Native cotton cloth.

The industries of the port are many, but none of them require the employment of much capital, and with the exception of kittysols and a few others, they do not appear in our Returns among the principal articles of export. Walking down the main street, one notices workmen weaving silk, making nails, pewterware, household furniture, bambooware, and silverware, cutting tobacco ready to be smoked, forming pots and pans out of empty kerosene tins; but no development takes place, and there seems to be a lack of enterprise on the part of the Natives. They have no idea of pushing their goods. The articles continue to be of the old pattern, and no new designs are ever tried, unless a Foreigner gives them one to work from; this they fulfil very successfully, but do not make another attempt without a fresh order. Weaving silk employs a good many hands, and the texture turned out is considered very good. It is strong and washes well. The retail price is 20 cents a foot, coloured or plain white. A piece is generally 100 feet long by 17 inches wide. Those Foreigners who have been residents here all like it, but otherwise it is practically unknown outside the port. The silversmiths also are able to copy Foreign articles fairly well, but there seems little demand for their wares; and the same applies to woodware. Tables, trays, etc., can be made which compare favourably with the Ningpo work of a similar kind.

(q.) JUNK TRADE.—There are about 30 sea-going junks—沙船—trading principally between Wenchow, Ningpo, Cha-p'u (乍浦), and Tai-chou, and Chinkiang; they make about 10 trips a year. There are some 20 junks—閩船—trading between Wenchow, Foochow, Hsing-hua (興化), Ch'uan-chou (泉州), and Chang-chou (漳州), making six or seven trips a year. There are about 40 junks called 烏梭, 白底, and 尖頭, coming under the category of 魚稅船, employed in the fish trade, which run between Wenchow, Yu-huan, K'an-mén (坎門), and Pu-chou (蒲洲). There are two passenger-boats—駁船—running to Jui-an and back; and several 梭船 going to Ch'ing-t'ien (青田) and Ch'u-chou which generally carry salt.

Each trip a Ningpo or Tai-chou junk has to pay a fee of 2,100 cash to the Magistrate (永嘉縣), 1,700 cash to the Sub-Prefect (二府), and 900 cash to the commandant of the city garrison (城守). A Fuhkien junk pays \$1 a trip to each of the above yaméns.

Junks built at Wenchow are now registered under four different characters, namely, 永, 靜, 常, and 慶. The fee for registration under the character 永 is \$15; under 靜 and 常, \$9;

and under 慶, \$7. Registration must be renewed annually, the fee being 7,600 cash for the 永 junks, 4,500 cash for the 靜 and 常, and 3,500 cash for the 慶.

(r.) NATIVE BANKING AGENCIES.—There are four banking agencies in Wenchow, all of which transact business with Ningpo, Shanghai, and Hangchow. They receive money on current account or fixed deposit, make loans, and issue drafts. Besides, there are 30 small banks which are allowed to issue notes and do an exchange business in copper cash. They also advance money on mortgages, charging 15 to 30 per cent. a year.

(s.) NATIVE POSTAL AGENCIES.—There are seven Native postal agencies in this city, whose head offices are in Ningpo. They transmit letters and parcels to and from Ningpo, Shanghai, and other ports. The rates of postage are according to the distance and facility of transportation. The postage for a letter or parcel to Ningpo is 70 cash; to Shanghai, 100 cash; to Tientsin, 200 cash; and to Peking, 400 cash. Letters containing bills of lading pay 200 cash each; and those containing money for Ningpo, from 300 to 500 cash per \$100, and to Shanghai, from 600 to 800 cash per \$100. Mail matter destined for places beyond Shanghai is forwarded to its destination by the postal hongas there. Officials and merchants having extensive correspondence pay at reduced rates of postage by agreement. Postage may be paid either by sender or recipient of letters; but the sender is required to write upon the cover whether the postage is fully prepaid, partly prepaid, or unpaid. The Native postal hongas, now that they send their correspondence through the Imperial Post Office, make more money than they did, as formerly they had to pay from \$2 to \$4 freight per steamer for each mail.

(t.)

(u.) SPECIAL DEVELOPMENT.—There has been none from the Foreign point of view, military, financial, administrative, or other, in this district.

(v.) MISSIONARY WORK.—The branch of the Methodist Free Church Mission here was established nearly 25 years ago, and is now represented by three pastors and one doctor. A hospital, with dispensary, has been established; the men's ward contains 12 beds, and the women's ward 10 beds. Over 10,000 patients attend during the year. Charges to in-patients are made to cover cost of food, medicine, etc., and there is a regular fee of 30 cash per head paid at the dispensary; this is not enough to cover the working expenses, but is considered a sufficient sum to expect from the class of people who chiefly attend. A college has also been started for the teaching of Chinese, English, and mathematics, but only on a small scale as yet; it is hoped that a new building will be erected in the near future which will admit of many more scholars entering than at present, namely, about a score. The venture has till now been run at a loss, although all the pupils have paid fees greatly exceeding those charged at the Native institutions; these fees will shortly be reduced, and thus the way will be opened for those whose means are limited. There are 90 mission out-stations, and the Native churches there, in nearly every case, provide the rooms in which their meetings are held—usually a room in a Christian's house—and all the necessary furniture, oil, and firing. Most of the churches contribute a small sum annually to pay for the travelling expenses of lay preachers, by whom 75 per cent. of the services are conducted.

Of these there are about 80, who are paid, on the average, *about a li* for their services. The work of the mission is divided into seven circuits, over each of which is a Native pastor in regular employment, and in some cases he has with him one or more colleagues; these men are all paid by the mission.

The China Inland Mission was started here in 1867 by two missionaries; now there are five male and eight female Foreign workers. Their work has been steadily progressing, though twice interrupted—once by the riot in 1884, when all the mission buildings were destroyed, and again by the troubles of 1900. Sunday services are held in some 55 places, either in chapels or in rooms lent by Christians. There are 61 Chinese preachers, besides bible-women, etc., and about 1,000 Chinese members of the church. In Wenchow city the mission buildings include a boys boarding and day school, with printing office just erected, a girls boarding-school, almshouses for the aged poor, and a chapel seating over 400. Outside the South Gate there is a chapel for 300 worshippers. The principal branch is at Ping-yang, where five of the Foreign missionaries reside.

The Roman Catholic Mission here is carried on by two Foreign missionaries belonging to the order of St. Lazare, and they have three Chinese priests to help them in the work. More than 2,000 Native converts attend at church, and there are, besides, a still larger number of neophytes.

The attitude of the people towards Foreigners has undergone a marked change for the better of late years, and the missionaries have experienced the benefit of it. The total Christian population of this prefecture cannot now be much less than 15,000—about equally divided between the Protestants and Roman Catholics.

(w.) GUILDS.—There are four guilds in the city of Wenchow, viz., Tai-chou, Kiangsi, Fuhkien, and Ningpo. The most important of these is the Ningpo Guild, as the trade of this port is chiefly in their hands.

"The general administration of all the above *hui-kuan* is much about the same. Members of the committee are selected from the leading firms here, and, besides these, there is a paid secretary—a salaried scholar of literary rank—who, by virtue of his position, has the right of personally interviewing the mandarin and, as guild delegate, has a recognised official standing. He is the medium of communication, and appears at the *yamens* as the guild's legal representative, pleading for its interests, demanding redress for its members, and defending and protecting his constituents as occasion requires. He is useful to the local authorities in soliciting from his guild subscriptions for charities and extraordinary contingencies. It is not only when disputes arise respecting business matters that guilds claim the right to adjudicate, but their intervention is invoked in quarrels occurring between members."

One of the principal objects of these guilds is to extend help to fellow-provincials in distress, so as to enable them to return to their native place. The Ningpo guild possesses a piece of ground where coffins containing the bodies of deceased natives of Ningpo may be left until a convenient season arrives for forwarding them to their final resting-place in the family graveyard. In the case of poor people who are unable to remove the coffins of their friends to their native place, the *hui-kuan* buys a piece of ground where they can be buried.

"The Ningpo *Hui-kuan* levies a tax of \$2 per \$1,000 on the value of each junk's cargo—except raw cotton, on which is collected 20 cents per bale of 120 catties, and dried fish, on which a tax of 44 cash per package is levied." The monthly tax on merchants and shopkeepers was abolished in 1893. In 1899 the Ningpo Guild was rebuilt by subscription.

"The Fuhkien *Hui-kuan* collects \$2 per \$1,000 on the value of a junk's cargo.

"The Tai-chou *Hui-kuan* collects 3 cash on each pole carried by Tai-chou junks, 6 cash on each picul of charcoal, and 6 cash per *chang* of planks. When the trade is bad only half of these fees is charged.

"The trade of chinaware in this city is in the hands of Kiangsi merchants, who pay to the Kiangsi *Hui-kuan* 40 cash on a *lou* of chinaware brought here overland, and 4 cash for every dollar's worth of coarse chinaware imported by junk from Ningpo.

"This prefecture has only two *hui-kuan* elsewhere, and they are at Peking."

(x.) and (y.)

(z.) FUTURE PROSPECTS OF TRADE.—There is nothing in the history of the locality during the decade under review, or its condition and circumstances at the end of 1901, to indicate that during the next 10 years there will be any great change in the trade. There will probably be an increase; but it does not appear likely that the prosperity of the port will advance by leaps and bounds, under existing circumstances of taxation and carrying trade. The merchants have very little capital, and are obliged to wait for news from Shanghai of the sale of the goods sent by the previous steamer before shipping any more. Occasionally there has been, besides a few Chinese lorchas, an outside steamer, and two unsuccessful attempts were made to establish another line of steamers; but with these exceptions, the port has had to do the best it could with one boat belonging to the China Merchants Company, which, when not required elsewhere, makes three trips a month. This company has therefore practically had the monopoly of the carrying trade, and freights have been higher than if there had been strong and continued opposition; and this was exactly the state of affairs 10 years ago. Another drawback the people have to contend against is the unfavourable climate. Wenchow is situated in a valley, which probably accounts for there being excessive rain or drought, or both, in some years. As an instance of this: early in July 1900 prayers were offered up for fine weather; in the beginning of August the officials were praying for rain, the paddy was all spoiled, and supplies of rice equal in value to more than one-third of the total Native imports had to be imported.

In compliance with my request, an English missionary who has resided here many years has been kind enough to give me his views on one or two points connected with the trade of this port. He says that there is a crying need for some branch of trade which would give employment to the mass of men and women, who would willingly work if they could get work to do. The growth of the tea trade has done something in this direction, but has not done more than barely touch the surface, and unless something else is found during the course of the next decade or two economic problems of a serious nature are likely to arise. The population, too, is increasing at a great rate. Some relief has been experienced by the emigration of a few to Shanghai, of many to the mountains about Hangchow and Yen-chow, and, especially, by the increased cultivation of the sweet potato. Ten years ago few people in the cities and towns made

use of this as a regular article of food, whereas now thousands are making it an important item in their daily diet, and a still larger number are almost entirely dependent on it for food. This has come to pass to a very large extent through the introduction of a new variety, called here the Canton potato; it is a large, white kind, which grows readily on the mountain tops, where nothing else has a chance—thousands of huts and houses exist among the hills in places where scarcely anyone dwelt in quite recent times. So great has become the demand that although 10 years ago a man's load of potatoes could be bought for less than a dollar, now little more than half that quantity can be obtained for the same money. The opium question is also a very serious one in its relation to the welfare of the Native population. The cultivation of the drug has increased largely, and the consumption has increased in proportion. The number of opium dens to-day must be 50 per cent. greater than 10 years ago, and the growing poverty of the place is undoubtedly due in no small measure to the increased outlay on this pernicious drug. Much of the best wheat land is given over to the cultivation of the poppy, thus depriving a population, already insufficiently supplied, of a very valuable asset in its food account.

A. LAY,

Acting Commissioner of Customs.

CUSTOM HOUSE,

WENCHOW, 31st December 1901.

SANTUAO.

REPORT, 1899-1901.

(a.) Santuao (三都澳)—latitude, 26° 38' 15" N.; longitude, 119° 38' 44" E.—was voluntarily opened to Foreign trade on the 8th May 1899, the concession being possibly forced upon the Government by its apprehension as to the intentions of two Powers whose vessels previously lay for months surveying within the bay. The interests of trade were doubtless considered too, as the new port is the natural shipping centre of large Tea districts, there are inland waterways to three *hsien* cities and to within 10 miles of the prefectural city of Fu-ning, and the harbour is one of the best in China. The essential combination of good anchorage, suitable land—hard to find where the hills mainly run sheer into the sea,—and a central position in the bay led to the choice of the south-west point of the island of Santu as the best site for the new port; but at the time of opening a dozen miserable huts represented the village of Santu, the nearest market (Ning-tê) lay 9 miles away on the mainland, and the new Settlement was expected to rise, phoenix-like, from out the sea. Three years in China is too short a period in which to expect great progress, and the sanguine prophecies made regarding the future of the port have not yet been realised; but the export of Tea from Santu by steamer increases yearly, the Chinese quarter is enlarging steadily, and there are many schemes afloat which—when they materialise—will tend to the development of the port. Old vested interests, however, have still to be overcome or diverted, otherwise the very considerable general trade of the five districts surrounding this inland sea will continue to be carried in Native craft. Merchants at Ning-tê (寧德), Fu-an (福安), Fu-ning (福寧), and Lo-yüan (羅源), the cities above referred to, predict a future for the port; but they are slow to participate in that enterprise which is necessary to its development. Some progress has undoubtedly been made during the last three years; but this Report is written mainly with the view of marking Santu's place amongst the ports, and to give, briefly, some data by which the extent of its future development may be more accurately gauged.

The chief provincial occurrences during the preceding 10 years, including the Ku-ch'êng massacre of missionaries in 1895, can be more reliably chronicled in the Reports from Amoy and Foochow.

The transfer of the Native Customs to Foreign control, on 11th November 1901, may be recorded as one of the chief events during the decade.

The only occurrence of local interest, exclusive of two heavy typhoons in 1899 and 1901, was the accident to the German flagship *Kaiser*, by striking a rock, some 4 miles from Santu, on the 16th November 1898, the year before the port was opened. It has been represented

that this accident was attributable to carelessness in the British survey of 1846; but there would appear to be no ground for this contention, as German vessels had been employed surveying the inlet for months previous to the accident, the location of the rock (now known as the Kaiser Rock) was well known to local fishermen, and both tradition and probability tend to the belief that the rock, which is of granite formation and subject to strong and ceaseless tides, projected far above highest water mark in 1846. A new survey of the inlet by H.B.M.S. *Waterwitch*, occupying over four months during 1899, disclosed no other obstacle to navigation than this submerged cap, which is now clearly indicated by a buoy. It would be of interest to know why this bay was surveyed by a British "seventy-four" in the "forties"—with the primitive surveying facilities then existent the work resulting in the chart bearing that date must have occupied a year.

Plague has not appeared at any place in the northern part of the province. The appearance and spread of this terrible pestilence in many parts of China within the last 10 years is a calamity which has not attracted the attention so disastrous an event deserves. Only a dreamer could hope for its extinction in the closely crowded and insanitary cities in which it has once obtained a foothold; and, apart from the decimation of the city population, which must be only a question of time, the effect the scourge will have on commerce in future years is a question of vital importance to all.

There is no telegraph line to Santu, but communication could easily be effected with Foochow (*via* Knan-tao, some 60 miles away on the Min River), at a cost not exceeding \$30,000.

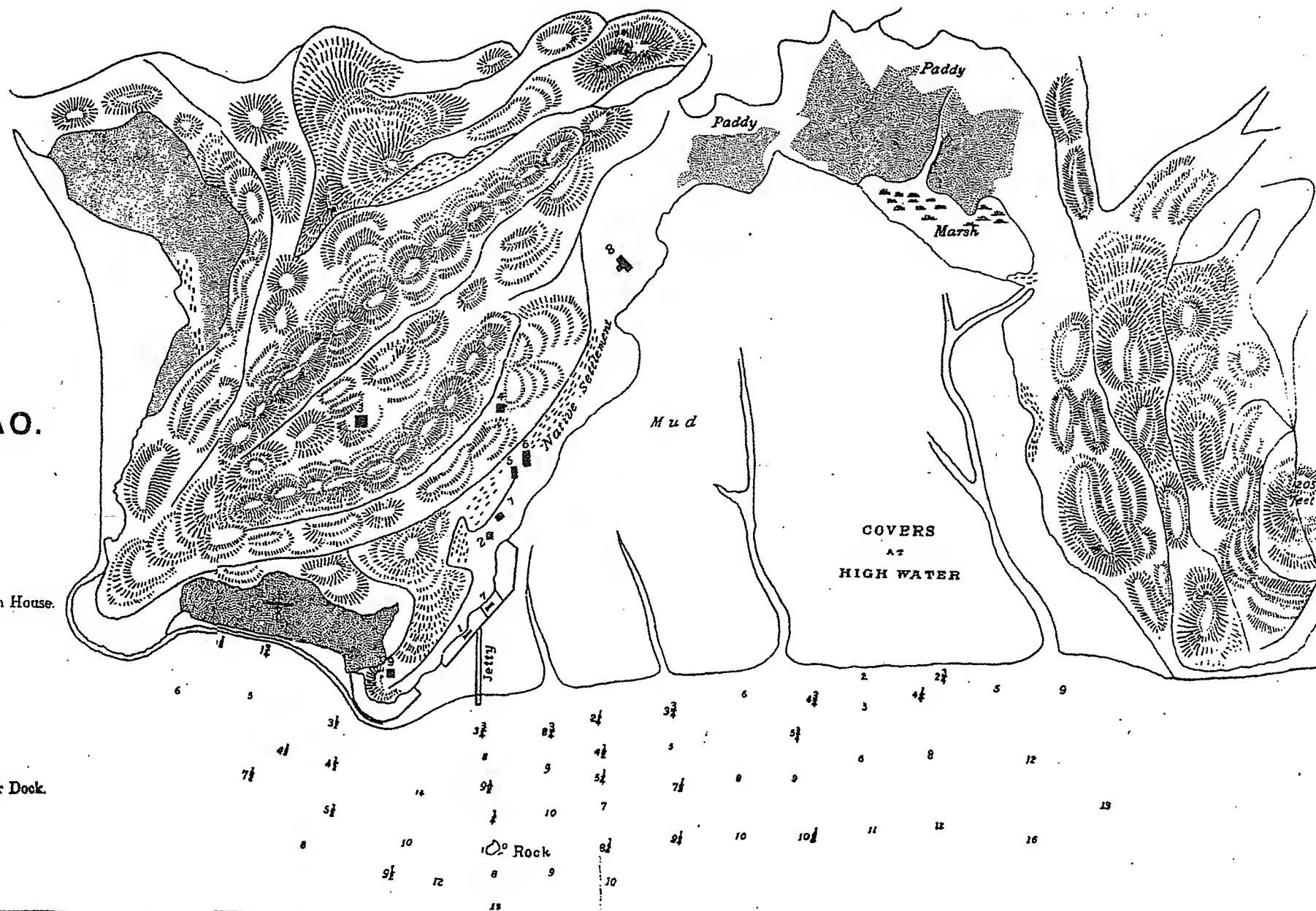
The government has selected a site adjoining the Settlement for dock purposes; but they are unlikely to commence the building of one for many years to come, and the land thus held in reserve may ultimately be ceded by the authorities, should development of the port necessitate more ground.

Trade and Consular Reports during the last decade and a half have recorded the gradual decline of what is, however, still the main product of the province—Tea. The cause of the decline in Tea is variously interpreted; but the contention "that it is impossible to lay it down in the home market at a cost that enables it to compete successfully with Indian Tea" appears to be a fallacious one, because, despite the Export Duty levied in China, medium quality Chinese Tea can be, and is, sold at a figure well below its Indian competitor. The main consumers abroad of Fuhkien Tea are those countries speaking the Anglo-Saxon tongue, and, apart from America, the Tea merchants (wholesale or retail) who are mostly before the public, and who advertise their Tea, have direct or indirect interests in the Indian leaf. No one advertises China Tea; it is not "pushed" by heavily capitalised companies; and also—its chief commercial blemish—it fails to suit palates now used to stronger liquor. It is improbable that with exemption from Export Duty the trade would revive one fraction. The grower—to be quite distinguished in China from the Tea merchant—still lives contentedly on the produce of his Tea plants, and his profits per picul have not decreased *pro rata* with those lost by the merchant. The grower's complaint dwells on the restricted demand rather than on the depreciated value, and he avers that the quality of the leaf now is not a whit inferior to that gathered 20 years ago.

SKETCH PLAN OF THE PORT OF SANTUAO.

REFERENCES.

- 1—Examination Shed and temporary Custom House.
- 2—Temple.
- 3—Commissioner's House.
- 4—Out-door Quarters.
- 5—Haikwan Bank.
- 6—Sub-Prefect's Yamén.
- 7—Tea Godowns.
- 8—Barracks.
- 9—Foreign Bungalow.
- +—Land reserved by Chinese Government for Dock.



The increasing popularity and sale of Kerosene Oil during the preceding 10 years is worth recording. In the prefecture surrounding this bay there is a demand for about 1,000,000 gallons yearly, where 10 years ago it was practically unknown. Being cheaper and superior to any Native Oil, there is hardly a limit to the demand which China will make for Kerosene in years to come.

There are no railways under construction in Fuhkien, nor is it likely that the building of one will ever seriously be contemplated.

The inland sea in which Santa is situated was formerly infested by pirates—one or two localities even at this date have a bad reputation. Several villages on the coast outside are protected by massive walls; and since 1899 two or three cases of boats being looted of Tea on their way to port indicate that the pursuit is not yet extinct.

(b.) The opening of Santa as a port has not yet had the effect of diverting the large general trade of the districts to Foreign bottoms; it is still conveyed through Native channels, and unless more consideration of Native interests is given by the Japanese company now running a regular boat, it is unlikely to be diverted. Some 50 per cent. of local trade lies with the North, and junks offer the only means of conveyance in that direction.

The bulk of the Tea is now conveyed to Foochow by steamer. That the advantage of steam over the old overland carriage is being fully appreciated may be seen by the following table showing the export of Tea through Santa since the port was opened:—

YEAR.	TEA.	SIFTINGS.	TEA DUST.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
1899*.....	725	651	1,259
1900.....	25,935	4,690	85
1901.....	54,734	1,701	399

* Eight months.

Absence of steamer competition has, up to date, kept Tea freight up to a figure but little under the cost of conveyance by coolies, and it is still found more convenient to carry Dust and cheap Siftings overland.

The production of Native Opium has increased yearly since 1891. Large quantities of Bones and Beancake are imported to enrich the Opium fields, and the quality is said to have greatly improved.

The increased importation of Kerosene Oil during the decade, and the ever-increasing demand for it, has been already commented upon.

The value of Native trade in general cargo is reported to be gradually decreasing, especially in Imports; the decline is attributed by some to the restricted demand for Tea and consequent dearth of money, and by others to the increasing prevalence of the Opium habit and consequent poverty of the people.

The manufacture of Paper has grown to an important industry, some 50,000 piculs being made yearly.

The exportation of Alum has increased until a yearly output of over 300,000 piculs has been reached at the junk port of Sha-ch'eng (沙埕), near the Chehkiang border.

Japan is at the present time supplying Fuhkien with Foreign goods *via* Formosa, by means of Native junks trading from Formosan ports to San-sha-k'on (三沙口), Sha-ch'eng (沙埕), Hsing-hua (興化), and other places on the coast. During 1901 about 100,000 gallons of Kerosene Oil were recorded by the Native Customs at Sha-ch'eng as entering that port from Taipei and Taiwan. Japanese Cotton Cloth, Seaweed, and Sundries were also imported from Formosa.

(c.) The opening of a new port on the coast of China nowadays can hardly be expected to result in any material increase to the Revenue. Shipping and private interests are doubtless benefited; but, from a fiscal point of view, such an event must usually mean that a portion of the existing Revenue will be diverted to and levied by the new port at an increased cost of collection. Where there are vast latent resources, or where cheapness and convenience of steamer freight draws cargo from Native channels despite the heavier Tariff of the Foreign Customs, exceptions may be found to this rule; but at present some 99 per cent. of the Duties collected at Santu are merely diverted from the Foochow Revenue. The following table shows the Revenue collected since the opening of the port:—

YEAR.	IMPORT.	EXPORT.	COAST TRADE.	TRANSIT.	TONNAGE.	TOTAL.
	<i>Hk. Tm. c.c.</i>	<i>Hk. Tm. c.c.</i>	<i>Hk. Tm. c.c.</i>	<i>Hk. Tm. c.c.</i>	<i>Hk. Tm. c.c.</i>	<i>Hk. Tm. c.c.</i>
1899 *.....	...	4,209.2.3.9	...	...	...	4,209.2.3.9
1900.....	1.8.4.3	76,809.7.3.4	26.2.4.7	11.2.2.8	336.8.0.0	77,185.8.5.2
1901.....	1.2.3.5	139,726.9.9.5	86.4.9.5	381.4.2.8	86.0.0.0	140,282.1.5.3

* Eight months.

(d.) Less than 1 picul of Foreign Opium has entered the district through Santu, and the Native Customs records are also blank. It is probably brought in from Foochow in small quantities, to enhance the quality of Native-grown drug for consumption by the rich; but when, as at present, one can obtain the same result at the cost of 10 cents from Native Opium, against the outlay of 30 cents on Indian, it may be accepted as a truism that the importation of Foreign drug will gradually decline until it represents only that quantity required for use by the wealthier classes. It is certain that its importation at the present day would be very much less than is the case were it not for the fact that Foreign Opium, duly labelled by the Customs, offers security to dealers which is not enjoyed by sellers of the Native article, who, on account of their inability to produce proof of Likin payments, are frequently squeezed by yamen runners, etc.

The cultivation of Native Opium during the last 10 years has steadily increased throughout Fuhkien, and it is estimated that there is now a provincial output of some 20,000 piculs. Tradition credits Fu-an, in this prefecture (Fu-ning), with having produced the first crop of poppies, 150 years ago, from seed brought from India. Since 1887 the cultivation of Opium has

spread in every direction, and missionaries, who itinerate whole districts, deplore the ever-increasing area devoted to the poppy; they estimate that about 40 per cent. of the adult male population smoke and that the vice is also growing amongst women.

For years Native Opium has evaded any tax; but a Weiytian was appointed by the Viceroy in 1901 to collect Opium Likin (Ta 60 per picul). The crop of that year had, however, been already gathered and sold, and although the opening of his yamen in Fu-an and numerous sub-poets throughout the prefecture is said to have caused many people to plant cereals instead of poppy, it is improbable that he will succeed in taxing a tithe of the crop. A more feasible plan would be for the government to make a monopoly in Native Opium, appointing agents to buy the drug from the growers, and establishing depôts, or accredited agents, to dispose of it to the public.

In the northern part of the province the outturn of Opium is reported to be some 8,000 piculs yearly, but it probably much exceeds this estimate. After local demands are satisfied, the balance is smuggled out by junk, or, easily evading Likin barriers *en route*, is conveyed overland to Foochow, Amoy, and other southern markets. 95 per cent. of the locally-grown drug is known as *Hei-hua* (黑花), some 5 per cent. of a superior variety produced in the Fu-an district being called *Pai-hua* (白花). The value of *Hei-hua* is from *Hk. Ta* 230 to *Hk. Ta* 260 per picul, and the value of *Pai-hua* from *Hk. Ta* 300 to *Hk. Ta* 330.

(e.) The gradual decline in the value of silver is one of the most important features of the decade. Statistics from which to tabulate the yearly fall in value are not available in a new port; but the 10 years must have experienced a depreciation of silver in relation to sterling of some 40 per cent., and there are indications that a further fall is inevitable. The fall does not, however, appear to have affected the purchasing power of silver with respect to Native produce, which is much the same as in 1892. The low exchange has materially benefited the Foreign tea trade, which would be killed were silver to appreciate to any extent.

The dollars turned out by the various provincial Mints are popular, and exchange for cash (1,020 cash = \$1) on a parity with Mexican or Japanese dollars. The small silver coinage issued by the Foochow Mint is at a discount of about 15 per cent. at local cash shops. Kwangtung and Hongkong 10 and 20 cent pieces are very popular.

(f.) The following table shows the annual net value of Imports at moment of landing (*i.e.*, minus Import Duty and charges), and of Exports at moment of shipment (*i.e.*, plus Export Duty and charges), from 1899 to 1901, and the annual excess of the value of Exports over the value of Imports:—

YEAR.	IMPORTS: Value at Moment of Landing.	EXPORTS: Value at Moment of Shipment.	EXCESS OF EXPORTS OVER IMPORTS.
	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>
1899 *.....	368	32,129	31,761
1900.....	6,769	777,634	770,865
1901.....	28,614	1,453,205	1,424,591

* Eight months.

Over 99 per cent. of the value of Exports given above is accounted for by the shipment coastwise of Tea, and the figures give no indication of the general trade, which is still carried in Native bottoms.

(g.) There are no Foreigners engaged in trade at Santuao. The Chinese population on the island is computed to be 8,000; but it is doubtful whether a census would return a third of that number. The population of the four cities inside the bay, for which Santu will some day be the distributing centre, aggregates about 150,000.

(h.) The aspect of Santu has greatly improved since the opening of the port. At that time it was necessary to scramble over many yards of mud to reach the shore, except at high water, and, after landing, there was nothing to be seen but a few miserable huts. Now the place has some appearance of progress. A jetty built by the Customs spans some 600 feet of mud, and enables cargo to be handled regardless of the tide. The foreshore in front of Customs ground, and also in front of some privately-owned property, has been partially reclaimed and sea walls built, and an Examination Shed, two godowns, a privately-owned bungalow, a Haikwan Bank, a Hai-fang's yamen, four tea bongs (erected and rented out by the authorities), a barracks, two Customs residences, and a score of shops give the place a general view not unlike that of many other ports of much older standing.

There is no municipal police force in Santu; but it is probable that a force will have to be organised shortly, on lines somewhat similar to the one in existence at Yochow. Hundreds of strangers flock to the place for work during the tea season; quarrels are then of daily occurrence, and a fight, which nearly approached a riot, between local and outside coolies early in 1901—at which the soldiers were interested but inactive spectators—showed clearly that some better organised force is required to deal with emergencies.

Wharfage Dues at the rate of 2 per cent. on all Duties are levied for municipal purposes, and there is already a considerable sum in hand.

(i.) A glance at the British Admiralty chart of the Samsa Inlet (No. 2,772) will show that Santu possesses an anchorage and harbour second to none; no pilot is necessary, and the deepest draught ship can find splendid anchorage in any part of a harbour 6 miles long by 1 mile broad.

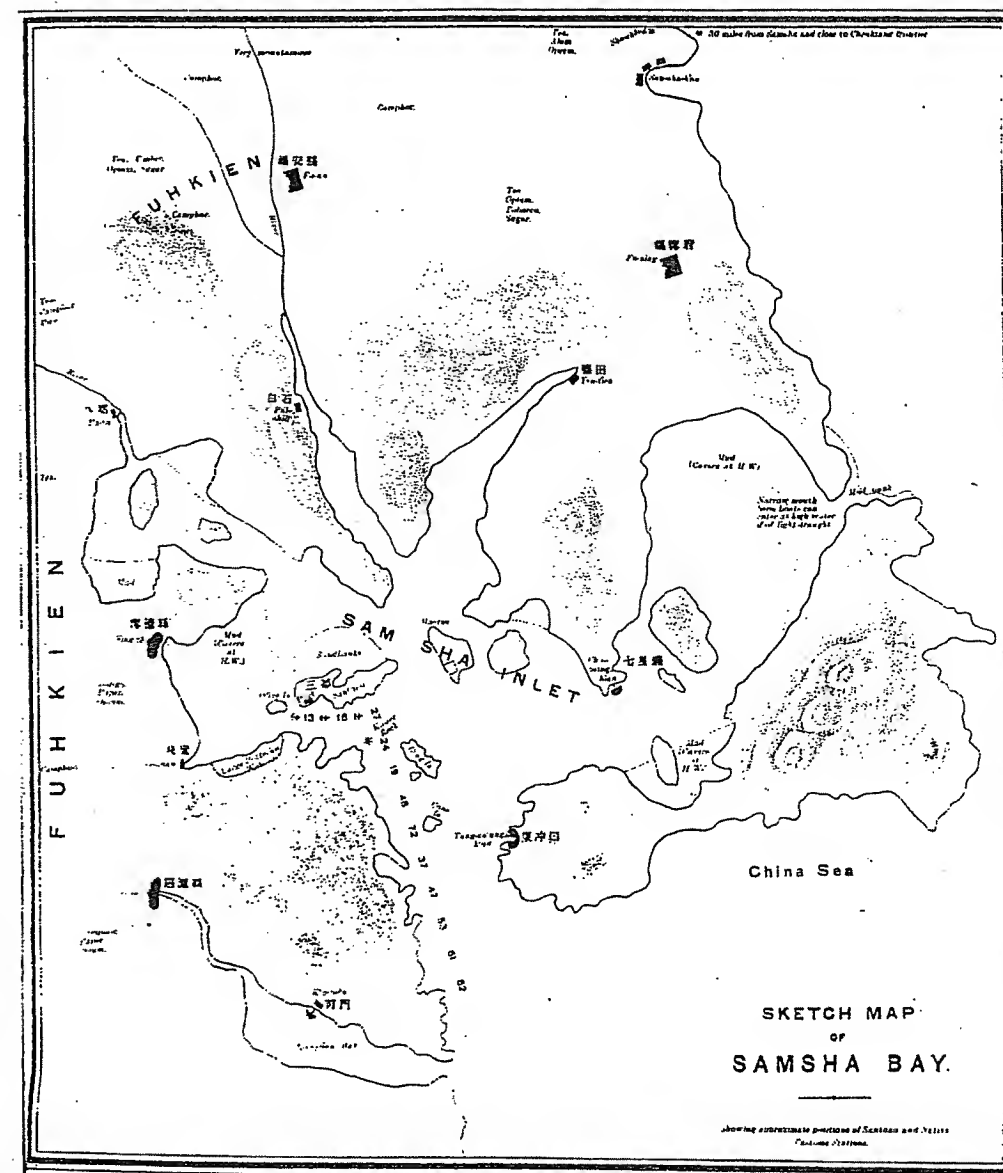
(j.) The locality of the only submerged rock, known as the Kaiser Rock, was indicated by a black conical buoy on the 22nd May 1899. The wreck of the P. & O. s.s. *Sobraon* on Tung-yung (東湧) Island, some 40 miles away from the port, on the 24th April 1901, renders the question of the erection of a lighthouse at this point, previously under consideration, more acute.

(k.) to (n.).

(o.) Examinations for *hsiu-ts'ai* take place twice every three years. From 1,500 to 1,700 degrees are granted at each trial.

At the examinations for *chü-jên*, which are held about twice in five years, 98 degrees (103 before the cession of Formosa) are given, and the title of *fu-pang* (副榜) is given to each of the 17 highest unsuccessful candidates.

When a grace examination (恩試) takes place, 128 additional *chü-jên* degrees are issued.



During the preceding 10 years some 400 or 500 men have become *chü-jên*, between 6,000 and 7,000 have obtained the *hsiu-ts'ai* degree, and 72 have been made *fu-pang*. No *hsiu-ts'ai* examination was held in 1900.

At a duodecennial examination 69 *pa-kung* degrees, ranking below *chü-jên*, are issued. Successful candidates may attend the Peking examinations.

Over 60 Fuhkien graduates are stated to have obtained higher honours at the Peking examinations since 1892, but none became *chuang-yüan*, *pang-yen*, or *t'an-hua*. Some 40 became *chin-shih* (進士); the others obtained the degree of *han-lin* (翰林), *chung-shu* (中書), or *chu-shih* (主事).

Some scandal has recently been caused through the Literary Chancellor for the province, T'AN CHI (檀璵) by name, having sold some hundreds of *hsiu-ts'ai* degrees, in the Hsing-hua (興化), Chang-chou (彰州), and Ch'uan-chou (泉州) prefectures, at prices ranging from \$1,000 to \$5,000 for each degree. He has been denounced to the Emperor.

The districts of Ning-tê (甯德) and Kn-ch'êng are sectioned off into *tu* (都), instead of into *li* (里) as usually obtains—Santu, for example,—and this distinction is said to have been granted by Imperial Decree to locally mark the fame attained by natives of these districts who took high degrees and became noted men in the Ming dynasty: two obtained the *chuang-yüan* degree, another became President of a Board (尚書), and yet a fourth was appointed a *T'ai-shih* (太師). The people of these two districts are, at the present day, much brighter and of a more independent and hardy character than those of other *hsiens*.

It is estimated by missionaries that not more than 30 per cent. of the population of North Fuhkien are absolutely illiterate, that about 6 per cent. may be termed cultured, and that about 60 per cent. of the men have at least that knowledge of the character which may be acquired by one year's study. The daughters of the wealthy receive some education, and the missions are doing good work in raising Chinese womanhood from a very low level. It is striking to observe the human look in the eyes of girls in missionary schools, in contrast to the vacuous gaze with which the ordinary women regard the passer-by.

No details as to military degrees are obtainable locally, and as these are granted for proficiency in the use of obsolete weapons, and for the skilful performance of evolutions which would nowadays lead to the certain destruction of the performer, it will be well when they are abolished.

The population of the province is possibly 20,000,000; but no reliable data are obtainable. Between 20,000,000 and 30,000,000 is the official estimate.

Probably no other province has a people speaking so many different dialects as Fuhkien. In the northern districts the natives speak a bastard Nanking largely mixed with Amoy words; locally a Foochow *patois* is spoken, difficult for even a Foochow native to understand. The Foochow and the Amoy dialects are utterly different; the Hsing-hua prefecture has a dialect of its own, Kien-ning prefecture another, and to these may be added two or three aboriginal tongues.

Aboriginal tribes, although bearing a small percentage to the total population, are fairly strong in certain localities, and offer an interesting study to the ethnologist. They are locally

called *shan-kén* (山民). The principal tribe is apparently an offshoot of the Lolo, having several customs in common with the Lolo in Yunnan, and the women also wear the extraordinary head-dress peculiar to married women of that race. They keep quite distinct from, and are a mystery to, the Chinese. They are said to have no literature; they speak, in addition to the local dialect, a tongue of their own. The men wear clothes similar to the Chinese; but the women invariably wear a distinct dress, quite different to Chinese women—it consists of a short knee-skirt, a tunic (low in the neck, usually folding over the centre of the breast), an ornamental bodice, and a long frame head-dress, extending well out in front of and behind the head, ornamented with strings of beads and silverware. They hold the dog in some veneration, and believe that they were originally changed from that animal to human form. In features they differ from the Chinese, and have full, bold eyes—the women, especially, being well made, and, of course, large-footed. Their houses are dirty and their general condition squalid; and the Chinese, who despise them, state that they are a dangerous and malevolent race. They are said to be exempt from capital punishment. The surnames of these aboriginals are LEI (雷), LAN (藍), PAN (盤), or CHUNG (鍾).

(p.) Four-fifths of the Fuhkien province is very mountainous in character, and there is consequently but little fertile land in comparison to its area. It is, nevertheless, extensively cultivated, terraces extending far up the hills, and large tracts of mud in the inlets and bays have been reclaimed and converted into paddy fields. In this connexion, dredgers would long ago have been employed by any other Government. Enormous revenues could be collected from reclaimed ground in the Samsa Inlet alone, where vast tracts of mud could be rescued from the sea at a comparatively trifling cost.

The principal natural products of the province are tea, opium, sugar, salt (chiefly in the Hsing-hua prefecture), tobacco, paper, dried and fresh fruits, hemp, chinaware, pottery, timber (chiefly pine and camphor), alum, indigo, ground-nuts, bamboo boots, and sweet potatoes—the last being the food of half the population.

Since the cession of Formosa to Japan, in 1895, camphor hardly appears in the export lists. There are, however, far more camphor trees in Fuhkien than are now to be found in Formosa, and ignorance and conservatism are alone answerable for the neglect of this latent resource.

The volcanic character of the province does not indicate any permanence in its mineral lodes—a supposition strengthened by the deserted mines, principally silver, in the northern prefectures. The mineral wealth is still an unknown quantity. Coal and iron are worked to satisfy local demands. The output of one anthracite deposit in the Kien-ning prefecture has been put upon the Foochow market; but the expense of conveying it there leaves no margin for profit.

The manufacture of an inferior quality of paper increases yearly, and, as it is made from bamboos, the industry is not likely to wane for lack of raw material. The bamboos are split, cut into 6-foot lengths, and soaked in large wooden troughs, 10 feet square, sunk in the ground and partly filled with water. Stones keep the bamboo immersed, and the pieces are left to disintegrate for six months or more, lime being sometimes added to aid the process. When

it is reduced to the proper state, the pulp is conveyed to shallow, stone-built, circular vats, some 8 or 10 feet in diameter, and there trodden by oxen into a smooth paste, a man with a rake extracting the coarse lumps. The resulting mass is then removed to the factory and placed in large troughs, clean water being allowed to flow in until the pulp is of the required consistency. A rectangular sieve, the size of the sheet of paper, and made of thin strips of bamboo interlaced, is then dipped into the mixture, and—when the water has run off—the thin layer of pulp remaining on the sieve is laid on top of previous layers, until a large rectangular block of damp paper is formed. This is now pressed in a primitive machine, and the layers or sheets picked off one by one and laid out to dry. It is then repacked for exportation.

Enormous deposits of kaolin are found locally, and the clay utilised in the making of pottery, which is exported by junk to places as far distant as Newchwang and Singapore.

(g.) The transfer of control of the Native Bureau to the Foreign Customs, on 11th November 1901, marks a further step in fiscal reform. It also paves the way for a reform of the Likin system, inasmuch as the provincial Viceroys will be able to compare Likin receipts from those places where both offices function with the receipts collected by the Native Customs under Foreign control.

Some 350 sea-going junks trade to places in Samsa Bay, and all pay Duties at the head office at Tung-ch'ung-k'ou, situated near the entrance to the bay; the appended table shows the local classification, the ports to which they go, their cargo, carrying capacity, and crew:—

LOCAL CLASSIFICATION.	Number of Vessels.	Import Cargo.	To and from what Port.	Export Cargo.	Carrying Capacity.	No. of Crew.
					<i>Piculs.</i>	
篙船.....	35	Kerosene oil, matches, lead, sundries.	Foochow	Sugar, tea oil, tobacco, Kittysols.	400 to 200	9 to 5
孫媽.....	80	Salt fish and sundries	Wenchow and non-Treaty ports.	Sugar, firewood, etc.	600 „ 150	13 „ 6
白船.....	4	Ballast or sundry	Wenchow	Pottery, paper, sugar....	450 „ 100	10 „ 5
霞補船.....	10	Pig lead and general cargo	Foochow	Sugar, tea oil, shell-fish..	1,000 „ 300	16 „ 7
四角底.....	70	Salt fish.....	Non-Treaty coast ports.	Firewood, bamboos, dried potatoes, etc.	300 „ 100	6 „ 3
長樂船.....	30	„	Wenchow and Cheh-kiang ports.	„ „	800 „ 400	12 „ 7
南船.....	10	Salt.....	Hsing-hua.....	Firewood, tea oil cakes, soft-wood.	2,000 „ 900	15 „ 9
貓纜.....	50	Salt fish and sundries	Ningpo, Wenchow, etc.	„ „	300 „ 90	8 „ 5
北島船.....	20	Nankeens, beans, wheat....	Ningpo, Shanghai, etc.	Pottery, paper, sugar, tea oil.	3,000 „ 1,200	20 „ 12
南島船.....	15	Nankeens, Native cloth, medicines, buffalo bones.	„ „	„ „	2,000 „ 800	14 „ 8
山東船.....	12	Ballast or sundry	Newchwang, Chefoo, and ports in Shantung.	„ „	9,000 „ 3,000	30 „ 14
Lorcha.....	1	Ballast.....	Singapore.....	Pottery, paper.....	10,000	40

All vessels carry a register or certificate issued by the Hsien of the district in which they were built, the fee, apparently, ranging from \$100 to \$10. There is also an annual endorsing fee of about \$2.

There are nine branch offices (seven within the inlet, and two in Lo-yüan Bay, south-east of Santu), where cargo is checked, memos. issued for export cargo, and *Tu-shui* (渡稅) or *Li-hao* (例耗) collected. The estimated revenue from all sources is some *T'ia* 50,000.

Many junks are lost yearly on the coast, Fukien being well within the typhoon belt. There is no form of insurance for junks or their cargoes. The profits are said to average about 40 per cent.

The following lists show the annual trade carried on in the principal articles of import and export:—

Import.					
Beans and peas	<i>Piculs</i>	30,000	Medicines	<i>Piculs</i>	2,000
Bones, buffalo	"	15,000	Nankeens	<i>Pieces</i>	1,000,000
Cotton, raw	"	2,500	Oil, kerosene	<i>Gallons</i>	800,000
Fish, salt	"	90,000	Seaweed	<i>Piculs</i>	2,000
Lead, in pigs	"	7,000	Vermicelli	"	1,500
Matches	<i>Gross</i>	10,000			
Export.					
Bamboos	<i>Pieces</i>	100,000	Shell-fish, fresh	<i>Piculs</i>	50,000
Hemp	<i>Piculs</i>	1,000	Sugar	"	20,000
Indigo, liquid	"	1,200	Tallow, vegetable	"	1,000
Oil, tea	"	7,000	Timber, planks, soft-wood	<i>Sq. feet</i>	500,000
Paper, 2nd quality	"	50,000	Tobacco, leaf	<i>Piculs</i>	7,000
Pottery	"	100,000			

Cargo is carried inland by coolies; the horse and mule are mythical beasts to the masses in the interior. Exports are restricted by *Likin* exactions.

(r.) to (u). * * * *

(u.) No missionary statistics are available here for the province; but in the northern prefectures the Roman Catholic Mission, the Church of England Mission, and the Dublin University Mission are represented.

The Roman Catholic Mission dates back over 200 years, and until recently mainly operated in the Fu-an district. Since the issue of the Imperial Edict granting priests official status they have obtained many thousands of converts, and the mission is becoming a power in the land.

The Dublin University Mission confines its operations to four districts in the Fu-ning prefecture, with head-quarters in the city of Fu-ning-fu. It commenced work in 1875, and has now a hospital with some 90 beds, a school for women, a girls' and a boys' boarding-

school, and a large dispensary in connexion with the hospital. They have Native teachers, and places for worship, in most of the principal towns and villages, and have done, and are doing, excellent work. Eight Foreigners (male and female) reside at Fu-ning, and there are now 317 baptised Christians and some 1,800 enrolled adherents under instruction, in addition to large numbers of inquirers. The mission is affiliated with the Church Missionary Society.

The Church of England Mission is busy in the Kien-ning prefecture, in the local Ning-tê district, and in the adjacent district of Lo-yüan. In Ning-tê the mission commenced work in 1866, and has now four Foreign female missionaries, 896 baptised Christians, and 941 adherents; there are 20 churches and chapels, 20 boys' schools, four girls' schools, and also a boarding-school for girls. This mission is under the superintendence of the Lo-yüan mission, which began work in 1865, and which has now 928 baptised Christians and 848 adherents, 18 churches, 15 day-schools, a boarding-school for boys and another for girls, a woman's hospital, and a work for lepers. The latter work is under the Church Missionary Society, supported by the Mission to Lepers in India and the East, and consists in a home for the untainted children of lepers situated in the mission compound, where the children are drawn from a leper settlement outside the town and supported and kept isolated from leper contact. The mission supports about 40 of the worst cases in the lazaret, where also they have a church. These Native leper settlements are interesting. The one at Lo-yüan was started over 100 years ago, by a literary man named CHENG (鄭), who contracted the disease and removed out of the city. His descendants still live there, in five houses apart from the main building. Of these descendants, only one in five are lepers; but the clean are unable to escape from the stigma attached to their family. The local Hsien keeps the settlement in repair, and donates \$25 a month for the maintenance of the lepers, who eke out a living by begging on specified days. There is community in foodstuffs received, but not in money. The Native Customs often collect subscriptions for the lepers. Fu-ning-fu is said to have formerly been infested by lepers, and tradition says that, driven to desperation by their importunity, the people invited them all to a feast, and piling up brushwood round the building, set it on fire and roasted the inmates to death. There are now no lepers in that district.

(w.) * * * *

(x.) The following list of the Viceroys of Fukien during the past 10 years may be recorded:—

PIEN PAO-TI (卞寶第)	1888-1893
T'AN CHUNG-LIN (譚鍾麟)	1893-1895
PIEN PAO-CH'UAN (邊寶泉)	1895-1898
Hsü YING-K'UEI (許應騫)	1898-

Of Fukien men who have attained distinction in other provinces or abroad, the following may be mentioned:—

- SHAO CHI-CH'ENG (邵積誠), a native of Foochow, now Provincial Treasurer of Kweichow.
LIN SHAO-NIEN (林紹年), a Foochow man, the present Provincial Treasurer of Yunnan.

KUO TS'ENG-HSIN (郭曾忻), a Foochow man, an acting Vice-President of the Board of Works.

HSU CH'EN-KAN (許貞幹), a Foochow man, acting Provincial Judge in Chehkiang province.

CHANG H'ENG-CHIA (張亨嘉), a Foochow man, now Literary Chancellor of Chehkiang.

WU LU (吳魯), a native of Ch'uan-chou-fu (泉州府) holding the degree of *chuang-yüan*, Imperial Examiner in Yunnan.

LO FENG-LU (羅豐祿), a native of Foochow, Ambassador to England.

(y.)

(z.) Trade has gradually but surely declined during the last 10 years, and there is nothing in the present commercial condition of the province that offers hope for the future. Amongst so home-loving a people as the Chinese, there is probably no movement more indicative of the welfare or poverty of a province than the tide of emigration; and it is a regrettable fact that the number of men leaving Fuhkien increases yearly. Were Likin abolished, exports encouraged, and the camphor industry and the mineral lodes developed, some return to prosperity would soon be observed; but the present outlook is gloomy. This port will undoubtedly develop, as a share of the general trade of the surrounding districts is bound to be diverted to steamers; and it is also probable, if the plague proves ineradicable in the South, that future years will see tea shipped abroad direct from Santu.

C. A. McALLUM,

3rd Assistant, A.

CUSTOM HOUSE,

SANTUO, 31st December 1901.

FOOCHOW.

DECENNIAL REPORT, 1892-1901.

(a.) The decade which has passed since the last Report was written has been fruitful in events, and in its train many changes have taken place which have surprised the world in general. Twice has the Chinese Empire been at war—once officially, in 1895, when it was in conflict with Japan, and once in 1900, when, through the influence of the Boxers, it found itself at war, though unofficially, with all the Powers. The result of the war with Japan was that the island of Formosa was lost for ever to China; and the issue of the conflict with the Foreign Powers in Peking was that a further addition to the indemnity which China had already incurred was made. The burden which has to be borne, however, may be considered insignificant to a country which has such inexhaustible resources as China possesses. If the resources of the country are properly developed, and the Revenue properly collected, there should be no difficulty whatever in meeting the indemnity which now confronts the Government.

The loss of Formosa has reduced the number of cities of which the province of Fuhkien was formerly composed. Before the island was ceded there were 10 prefectures, two divisional prefectures, and 66 district cities; now there are nine prefectures, two divisional prefectures, and 62 district cities. Formosa, while Chinese territory, was at first ruled by a Taotai, who resided in the south of the island; subsequently, the importance of the place necessitated the presence of a high official on the spot, and the Governor of Fuhkien was transferred to the island, his title of Governor of Fuhkien being eventually changed to Governor of Formosa. Between the time that the value of the island was recognised and the time that the cession to Japan took place, Formosa had four Governors, two of whom were men of note and did good service—these were LIU MING-CH'UAN (劉銘傳) and SHAO YU-LIEN (邵友濂), both of whom have passed away.

Attempts have been made to start a Cotton mill and a Flour mill in the province, but without success. A Cotton mill was tried in 1888, but succumbed four years later, and its shareholders lost their money. A similar fate overtook a Flour mill which was started in Hsing-hua, in 1898, under missionary auspices.

A new Mint, for the coinage of 20, 10, and 5 cent pieces, was opened in 1900. It was supposed that the Mint was running on government account; but it was really a private concern which was countenanced by the government. Eventually it was taken over by the government, and last year it turned out coins on official account. The 20, 10, and 5 cent

pieces which were coined on private account were not accepted as current coin locally, but were in good repute in Manchuria, to which part of the Empire they were shipped in large quantities. The silver pieces now turned out are said to be of better quality, and are accepted at their face value. In addition to the mintage of silver coins, 20, 10, and 5 cash copper pieces are also made. One-dollar notes have also been put into circulation, but they do not seem to be generally used.

One of the saddest events to be recorded during the decade under review is the massacre which occurred at Hna-shan (華山), and usually known as the Ku-ch'ang massacre. This event, which occurred on the 1st August 1895, and which is a black page in history, will be alluded to later on.

A new Viceroy, named HSU YING-K'UEI (許應騷), a native of Canton, was appointed in 1898, and is still in office. During the troubles which occurred up North in 1900 he maintained perfect order here, and, with two or three minor exceptions, he also preserved order throughout the province.

Two noteworthy events in close connexion with the Foreign Customs have to be recorded: (1st) the establishment of the Imperial Post Office, and (2nd) the transfer of the Native Custom Houses to the Commissioner of the Imperial Maritime Customs. The Imperial Post Office was opened here in February 1897, the principal office being at the Custom House on Nantai Island. In June 1899 a branch office was opened in the city, and since then branch offices have been opened in various places. Before long communication will be established throughout the province. In 1900 an office was opened in Hsing-hua; it has done fairly well, but has not yielded the results which were anticipated. The officials, generally, welcome our post offices, and the people are greatly in favour of them; but to hold a place at all, we must be prepared to grant facilities for the transmission of money. As soon as we are in a position to grant money orders, we shall make giant strides, and we may then expect a prosperous future. The Chinese do not merely want letters forwarded—they want money transmitted too; and when the I.P.O. cannot accommodate them, an appeal is made to the local letter hong. The increase which has taken place in postal business will be seen by the following figures, which give the quantity of mail matter handled by the I.P.O. during the last four years:—

1898	209,208	1900	295,020
1899	247,487	1901	391,427

An analysis of these figures will show an improvement of 87 per cent. since 1898.

Perhaps the greatest change which has taken place during the decade is that of the transfer of the Native Customs to Foreign control. He would have been a bold man who 10 years ago would have predicted such a change—such a revolution, as it may justly be termed. The result will be watched with interest by all, but particularly with jealous eyes by those individuals whose vested interests have been touched. The Imperial Government should be the richer by the change which has been made, and should be able to pay off the indemnity much earlier than would have been otherwise possible.

The Japanese Government established a Vice-Consulate here in 1898, subsequently raising the office to a Consulate.

In 1900 the French Government raised their Vice-Consulate, which was established many years ago, to a Consulate.

Regular communication was opened with Santu in 1900, and with Hsing-hua during the present year—the credit for this enterprise being due to the Osaka Shosen Kaisha, a Japanese steamship company.

(b.) There have been considerable changes in trade—if not in channels, at least in the supply and demand of merchandise. The total value of Imports, which in 1892 was Hk.Tia 5,842,000, rose gradually until it reached Hk.Tia 8,320,000 in 1900, and Hk.Tia 8,377,000 in 1901. The total value of Exports was Hk.Tia 6,704,000 in 1892; this figure rose to Hk.Tia 8,493,000 in 1899, but fell to Hk.Tia 5,955,000 in the present year.

The total value of the trade for the past 10 years is shown below:—

	Hk.Tia		Hk.Tia
1892	12,662,150	1897	13,707,755
1893	13,989,864	1898	15,885,168
1894	13,615,162	1899	17,539,847
1895	14,106,714	1900	15,856,595
1896	14,796,406	1901	15,551,177

Notwithstanding the higher figures shown at the end of the decade, the trade has greatly decreased, if the sterling value of the tael be taken into consideration. Whilst Imports have increased sufficiently to retrieve the loss on their tael value between the years 1892 and 1901, Exports, which practically show the same figures for the beginning of the decade as they do for the end of it, have in reality receded 25 per cent. The decline in the exportation of Tea and Brick Tea is alone sufficient to explain the discrepancy.

During the decennial period the demand for Cotton Goods has varied a great deal. Some classes of Cottons have been in demand; others have fallen off. Indian Yarn has been particularly in request, as has also Japanese Yarn. As to the latter, 1 picul only was imported in 1892, whilst the importation in the last year of the decade reached 4,388 piculs. The greatest and most notable decline in Cotton Goods is in T-Cloths, which, from 218,559 pieces in 1892, have shrunk to 143,863 pieces in 1901, showing a loss of 34 per cent. The Natives now weave their own cloth out of the Cotton Yarn which is imported, and so do not require T-Cloths in large quantities.

In Woollen Goods the decline is even more noticeable than in Cottons, and it is accounted for by the fact that Cotton Italians and Fancy Cottons have taken the place of Woollen Goods. Another reason assigned for the decrease is that people are more extravagant now, and prefer silk to wool. English Camlets show a loss of 62 per cent., and Lastings of 63 per cent. On the other hand, Blankets have increased 32 per cent.

Foreign Flour, on account of its cheapness and its good quality, has been in great demand during the last 10 years, owing to the scarcity of Native Wheat. Starting with an importation of 4,155 piculs in 1892, the quantity increased yearly until it reached 44,238 piculs in 1899; in 1900 it was 21,580 piculs, and last year it reached 28,122 piculs. Though this latter quantity is 36 per cent. under that for 1899, still it is a manifest gain on the first year of the decade.

It has been interesting to watch the trade in Matches and the changes which have taken place in this item of our commerce. In 1892 there were 8,707 gross of European Matches imported; but there the importation came to a standstill, no more having been passed through the Custom House since that year. Bryant and May's Matches are still to be bought; but, as none pay Duty, it must be inferred either that they are brought in surreptitiously or else that the supply imported in 1892 has not yet been exhausted. The latter hypothesis is not very tenable, and the conclusion therefore that passengers bring them in must be allowed due weight. The "Tandstickor" Matches, which used to be met with everywhere, have wholly disappeared from the market, the Japanese Matches having supplanted them entirely. The progress which Japanese Matches have made during the last 10 years is quite phenomenal. The Matches are cheap and well made; hence they are entitled to the success which they undoubtedly have achieved. From 113,486 gross in 1892, they increased yearly until they reached 236,964 gross in 1898, since which year they have been steadily declining, 1901 showing an importation of 160,000 gross only. The locally-made Matches now enter into competition with the Japanese, and, being cheap, are preferred to or are passed off as the latter. The future will show more clearly than is at present apparent which article will oust the other from the market.

Kerosene Oil has been in great request by the Natives, and the consumption is enormous; but the market threatens to be overstocked in this line, and if it is, a promising trade will be ruined. The Native much prefers Kerosene Oil to his own, both on account of its cheapness and by reason of the increased illuminating power obtained from it. The American Oil has made progress; but not in any way equal to that made by the Russian Oil. American Oil, which in 1892 showed an importation of 42,740 gallons, increased to 514,300 gallons in 1893—this certainly was fair progress; but the Russian Oil in the same period rose from 213,050 to 1,147,500 gallons. In 1895 Langkat Oil appeared for the first time. Last year brought us not only American and Russian Oil, but Borneo and Japanese Oil too. The Japanese was not a success, so far as I can gather. It is difficult to say now what Oil is palmed off on the Native. A mixture appears to be made up for him, so that he may be mulcted in as high a figure as possible for as spurious an article as can be made up for his use. In six years out of the decade the Russian Oil has exceeded 1,000,000 gallons a year, and in three out of the remaining four years it has exceeded 500,000 gallons yearly.

Turning to Metals, I find that Old Iron and Tin have increased, but that Iron Sheets and Plates have not been in demand. The importation of Steel has been very irregular, rising from 278 piculs in 1895 to 10,000 piculs in 1899; the latter high figures have not, however, been maintained, the importation for 1900 being 3,770 piculs, and for 1901 977 piculs only. Lead in Pigs has seriously declined, owing to the shrinkage in the export of Tea—moreover, the price has become much enhanced, in consequence of exchange having fallen to a low figure; a comparison of the importation of 1892 with that of 1901 shows a loss of 35 per cent.

The Export trade has been in a fairly flourishing condition during the last 10 years, with the exception of the year 1901, when there was a decline in the total value of goods sent away. The chief staple, Tea, has fallen off considerably; but that was to be expected, owing to the formidable competition set up by India and Ceylon and to the low price ruling in England

for Foochow Teas. The following table shows the export of Black and Brick Tea for the last 10 years:—

YEAR.	Black Tea.	Brick Tea.	YEAR.	Black Tea.	Brick Tea.
	<i>Piculs.</i>	<i>Piculs.</i>		<i>Piculs.</i>	<i>Piculs.</i>
1892	361,052	79,900	1897	258,848	57,663
1893	407,393	81,418	1898	269,324	35,962
1894	394,517	85,070	1899	306,842	43,956
1895	353,892	103,945	1900	285,268	34,829
1896	313,682	98,373	1901	252,747	34,844

It might have been thought that the leaf no longer good enough to command a market would be converted into Brick Tea; but such, however, has evidently not been the case, as the demand for Brick Tea has been very small compared with what it was at one time—in fact, the export is 56 per cent. less than it was 10 years ago. The growing disfavour with which Foochow Teas are now viewed, and the lessened demand which is now apparent for Brick Tea, threatens to exercise a serious effect on the future prosperity of the port. Brick Tea evidently has not the flavour which it once had, as Tea is brought in from Ceylon to give body to the Bricks destined for Russia, the general complaint being that the local leaf has no strength in it. The Natives who have Tea plantations are now seriously considering the question of turning their land to other account, as they cannot afford any longer to grow an article which has ceased to yield them a good return.

The trade in Olives and Oranges has been very flourishing, the former having increased in value from *Hk.Tta* 24,900 to *Hk.Tta* 51,200, and the latter from *Hk.Tta* 23,500 to *Hk.Tta* 79,900. The exportation of these two items has, however, been hampered on two or three occasions by the imposition of quarantine rules against the port. When the introduction of Fresh Fruit into Shanghai and other ports is prohibited, serious losses are incurred by the Natives here. The export of Feathers has increased 66 per cent.; and Paper Umbrellas have risen in value from *Hk.Tta* 1,500 to *Hk.Tta* 23,000. The appreciation shown for (Foreign) Potatoes grown here will be readily seen when I state that the value has risen in 10 years from *Hk.Tta* 6,800 to *Hk.Tta* 35,000. Locally-made Matches were exported for the first time in 1900—their value in that year was *Hk.Tta* 12,000, but is now *Hk.Tta* 44,000. The number of Poles exported in 1901 was, in round figures, only 8,000 in excess of the quantity shipped during the first year of the decade, and yet there was a difference of *Hk.Tta* 238,000 in value; this fact will go to show how enormously timber has increased in value. The wholesale depletion of forests near at hand has enhanced the cost of Poles to the extent of 95 per cent.—nay, some of the timber merchants tell me that wood has risen more than 100 per cent. in price. Planks for Kerosene Oil Cases have been in good demand, having risen in value from *Hk.Tta* 14,000 in 1899 (the year the trade was started) to *Hk.Tta* 34,000 in the present year. The wood is sawn up into the requisite sizes at the steam saw mills on the other side of the river, and is then shipped to Langkat, where the pieces are readily put together, the Cases being used for Oil which is shipped from Langkat to China.

(c.) The Revenue for the first three years of the decennial period was very good; but since 1894 there has been steady retrogression, the last year showing a decline of 38 per cent. as compared with 1892. Whilst there has been a downward tendency as affecting Exports, there has been an increase in the Revenue from general Imports. In Opium, 1901 shows a loss of 48 per cent., if the Duty received during that year be set by the side of that shown in the first year of the decade.

The total Revenue collected during the last 10 years is given hereunder:—

	Hk.Ta		Hk.Ta
1892	1,686,788	1897	1,292,792
1893	1,767,852	1898	1,308,276
1894	1,681,903	1899	1,463,611
1895	1,526,456	1900	1,188,340
1896	1,457,864	1901	1,040,091

The Opium Duties collected in the first and last year of the decade were as follows:—

	Hk.Ta
1892	577,914
1901	297,282

The following figures, which will doubtless be of interest, show the Duties on Tea during the last 10 years:—

	Hk.Ta		Hk.Ta
1892	949,672	1897	681,273
1893	1,064,350	1898	694,849
1894	1,036,782	1899	789,891
1895	946,849	1900	654,537
1896	843,164	1901	495,416

An analysis of these figures will reveal the fact that the Tea revenue for 1901 was 47 per cent. less than in 1892, and 53 per cent. under that of 1893—a record year. In dealing, however, with the Revenue accruing from Tea, it must be remembered that a certain portion of the Duties on Tea are now collected by Santu, so that the loss shown in the Export table is in part made up by an increase in the Revenue at Santu and now shown in the Returns of that port. Santu was opened in 1899, in which year it collected Hk.Ta 3,959 on Tea; the following year the collection on Tea was Hk.Ta 73,152, and this last year it has reached Hk.Ta 136,819.

(d.) The most noteworthy feature in the Opium trade during the past 10 years is the great falling off in the importation of the Foreign drug. This may, in a measure, be accounted for by the importation of Native drug and by the increased production of the locally-grown Opium; but the diminution cannot altogether be attributable to these causes. If the importation of Foreign drug be added to that of the Native drug imported, there is still a deficiency of over 1,500 piculs. It may be that there are less smokers than there were at one time; but the population is ever on the increase, and, such being the case, there must be new smokers to take

the place of those who die or who give up the Opium habit. It is supposed that Opium finds its way inland from Singapore, being landed at various points on the coast and thence conveyed inland by road. It may be also that Opium comes up from Hongkong in the same way. Indian Opium has certainly gone out of favour during the last few years. A man smoking Foreign drug would at one time perfume the whole room, whilst now there is little or no aroma perceptible, showing that adulteration takes place at some point or another and that a great change has come over the quality of Foreign Opium.

The area of land under poppy cultivation has increased enormously; but the drug produced has not proved to be so remunerative as speculators anticipated it would be, owing to the quality not being equal to that imported from the North. The latest quotations are, approximately: Foochow drug, \$360 per picul; Szechwan, \$560; and Yunnan, \$620. A small quantity of Kiangai Opium was imported four or five years ago; but the experiment appears to have been a failure, as the importation has not been repeated.

As to the preference for one kind of Opium over another, it seems to depend upon the per-centage of pure drug which each kind of Opium contains, and which, as nearly as possible, is as follows: Persian, 83 per cent.; Malwa, 75 per cent.; Patna, 60 per cent.; and Benares, only 55 per cent.—but the last-named variety is, strange to say, the most expensive. A large increase in Persian Opium took place during the years 1896, 1897, and 1898, owing to the predilection which the natives of Formosa had for that class of drug. When the Japanese took possession of the island they prohibited the importation of Opium, and hence the drug had to be smuggled in in Native craft. The price went up so much that every possible dodge was resorted to to supply the demand which was created.

The rise in exchange has enhanced the price of Foreign Opium to such an extent as to place the drug beyond the reach of many. As nearly all the Opium now imported into Foochow is bought by Native dealers on commission, it is probable that the demand and supply balance each other. The market is never overstocked, and, consequently, prices are never enhanced by any sudden call for a particular kind of drug. From 5,256 piculs in 1892, Foreign drug has declined to 2,702 piculs in the present year, showing a loss in 10 years of over 48 per cent.

(e.) The state of the money market shows only such change as is due to the decrease in the Tea trade and the general rate of exchange which controls its operations.

The introduction of Foreign goods and of Foreign influence generally have had the effect here, as at other ports, of sending up the cost of labour and of increasing the price of even those necessities of life the origin of which is entirely Chinese. In 1892 a dollar purchased a quantity of Native produce which cannot now be obtained for a dollar and a half, or perhaps more. A decrease in the purchasing power of the dollar amounting to 45 or 50 per cent., without a corresponding increase in the value of the principal product—Tea,—must be a serious matter to those who are dependent on Tea for a livelihood. As far as the Foreigner is concerned, entire dependence is placed on Tea, and when Tea fails there is nothing left to rely upon.

Exchange has fallen during the decade about 30 per cent., which has, of course, increased the cost of all articles of Foreign origin by more than that per-centage. Though the rate of exchange has improved slightly since 1898, there has been no reduction in the prices of stores;

indeed, the prices have increased 20 per cent. since that year, and several firms in Shanghai have raised their prices 10 per cent. on account of the introduction of an effective 5 per cent. Duty on everything. The number of Foreign troops operating in the North in 1900-01 caused a further rise in prices, and the troops still remaining in China prevent any reduction being made.

The value of the Haikwan tael in sterling (as obtained from the Hongkong and Shanghai Bank) and in copper cash (as given by one of the chief Native banks), during each year of the decade, was as follows:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
4s. 4½d. 1,700 cash.	3s. 11d. 1,800 cash.	3s. 2½d. 1,500 cash.	3s. 2½d. 1,600 cash.	3s. 3½d. 1,800 cash.	3s. 0d. 1,700 cash.	2s. 11d. 1,500 cash.	2s. 11½d. 1,600 cash.	3s. 1d. 1,600 cash.	3s. 0d. 1,600 cash.

Treasure in Gold Bullion has passed through the Customs in such small quantity as to merit little or no notice; Silver in Sycee and Dollars shows a total import value of *Hk.Tls* 13,587,000, whilst the export was valued at *Hk.Tls* 19,428,000. These figures cannot be relied on as absolutely correct, as Treasure is constantly being carried by Natives in their personal baggage.

(f.) The following table shows the balance of trade for the last 10 years:—

YEAR.	IMPORTS: Value at Moment of Landing.	EXPORTS: Value at Moment of Shipment.	EXCESS OF EXPORTS OVER IMPORTS.	EXCESS OF IMPORTS OVER EXPORTS.
	<i>Hk.Tls</i>	<i>Hk.Tls</i>	<i>Hk.Tls</i>	<i>Hk.Tls</i>
1892.....	4,817,356	8,250,419	3,433,063	...
1893.....	5,724,894	8,734,630	3,009,736	...
1894.....	5,442,928	8,681,683	3,238,755	...
1895.....	5,547,828	9,165,075	3,617,247	...
1896.....	5,839,500	9,418,809	3,579,309	...
1897.....	5,766,232	8,148,581	2,372,349	...
1898.....	6,468,528	9,663,881	3,195,353	...
1899.....	7,704,673	10,040,641	2,335,968	...
1900.....	7,327,332	8,315,690	988,358	...
1901.....	7,472,253	7,018,309	...	454,144

From the above table it will be seen that the only year in which the value of Imports exceeded that of Exports was the last year of the decade; in most of the other years the value of Exports has exceeded that of Imports by 3 or 4 million taels.

(g.) The population of Foochow and the surrounding country has largely increased during the last few years. The number of Cantonese has diminished, but natives of Amoy have arrived in large numbers; the latter are not considered a desirable addition to the population. A large influx of Japanese subjects may be noted—many of these take up their abode entirely with the Natives.

In character and occupation there is little calling for remark respecting the people of this province; but it may be mentioned, as a distinct departure from old traditions, that emigration has lately taken place from this port to both Borneo and Madagascar. Hitherto, the natives of this place have objected to leaving for Foreign parts; but that objection has evidently been overruled temporarily, and may be dissipated entirely, if emigrants are treated well and the families left behind properly provided for. A colony of Chinese, principally Methodists, was started in Sarawak in 1900, the emigrants to that place being drawn chiefly from the Ku-tien (古田) and Min-ching (閩清) districts. Lately a good many emigrants have been leaving for Borneo, the terms offered to them being, I understand, most liberal, encouragement being given to families to settle there permanently.

The Foreign population registered at the various Consulates has increased during the decade from 351 to 643. Families are more numerous; missionaries form an important percentage of the increase; and the number of Japanese residents has been rapidly getting larger since 1898. Some natives of Formosa registering at the Japanese Consulate as Japanese subjects have also come in to swell the general total.

The number of Foreign firms remains nearly the same as it was in 1892; but the general impression is that the firms are far from being as prosperous as they were in former times. Foreign banking establishments have decreased from four to two.

The collapse of the tea trade has curtailed the profits of all, and facilities of communication, while a great advantage in themselves, have brought about the usual effect of withdrawing part of the trade from wholesale dealers to the hands of the actual retailers, who are satisfied with small profits on small ventures. The result is that a good part of the wholesale trade once Foreign has now passed to Native dealers, thus considerably reducing the earnings of the former. Not only has the volume of trade decreased, but only a small per-centage of what is left goes to the Foreign firms. The development of the Chinese side of the trade is so perfectly natural that no artificial device can be thought of to safeguard the other party. It is only to be hoped that new openings will be found for Occidental capital and energy. Mining might, perhaps, be one of these, as, although very little is known regarding the mineral wealth of the province, various localities are believed to contain valuable mines. A cordial *entente* between European and Chinese interests would certainly bring profit to all.

No perceptible change has taken place amongst the Native population. Are the people less or more numerous than 10 years ago? The chances are that, even with epidemics of plague, etc., which have lately reduced the population, its total number has not appreciably decreased—as has been already noted, there is hardly any emigration from this part of the Fuhkien province. From the appearance of many amongst the working class and country-people, the race of men here is strong and vigorous, and it is greatly to be deplored that during the period under review no attempt has been made at some municipal organisation to improve the city and the sanitation of all Chinese quarters. As it is, it seems a wonder that people can live in such deleterious surroundings as are apparent in the Native houses in Foochow. One point will always tell, however, in favour of the Native, and that is—he lives an open-air life. Even in the coldest weather the shops are wide open, and therefore there is always a current

of fresh air permeating them. In the West shops are closed altogether, and hot stoves are placed everywhere, to consume all the oxygen in the air, and thus leave a vitiated atmosphere behind, which has a deleterious effect on those who have to breathe it.

(A.) It cannot be said that any improvements have been made in hunds, roads, or street-lighting. Doubtless such improvements will come as soon as the province possesses some energetic officials and is in a financial position to incur the expense. The roads which we have in Foochow (Nantai) were made by Foreigners, and are improved and maintained by Foreign funds.

One much-needed concession has been made by the Chinese authorities, and that is, they have organised a police force and placed it under the Foreign Consuls—order, therefore, is well maintained at all times. In addition to the regular police force to maintain order, a patrol is sent out from time to time, with power to arrest any disorderly characters who may be found at large.

It is said that the authorities contemplate making a road to Pagoda Anchorage; but this improvement is in *nubibus* for the moment.

(i.) The outer har has, during the period under review, extended to the westward as well as to the eastward; nevertheless, the actual channel, as marked by the fairway huoy, has slightly improved.

The sandbank south of Sharp Peak Island has extended, as, indeed, is the case with all the sandbanks and mudbanks between Pagoda Anchorage and the sea. In Pagoda Anchorage itself a sandbank has formed in mid-river, almost abreast of the Custom House. This bank measures, at present, about 6 cahles in length and about 3 cahles in width at its broadest end. Ships of large size used to anchor there less than 20 years ago.

From Pagoda Anchorage to Nantai (Foochow city) the river has steadily shoaled, caused mainly by some stone-laden junks which were sunk some years ago, half-way between Pagoda and Nantai, to keep hostile men-of-war away from the city. Sanction has at last been given to remove this harrier, and it is to be hoped that before long the junks will have been raised or blown up. It will remain to be seen what effect the removal of this obstruction will have upon the river.

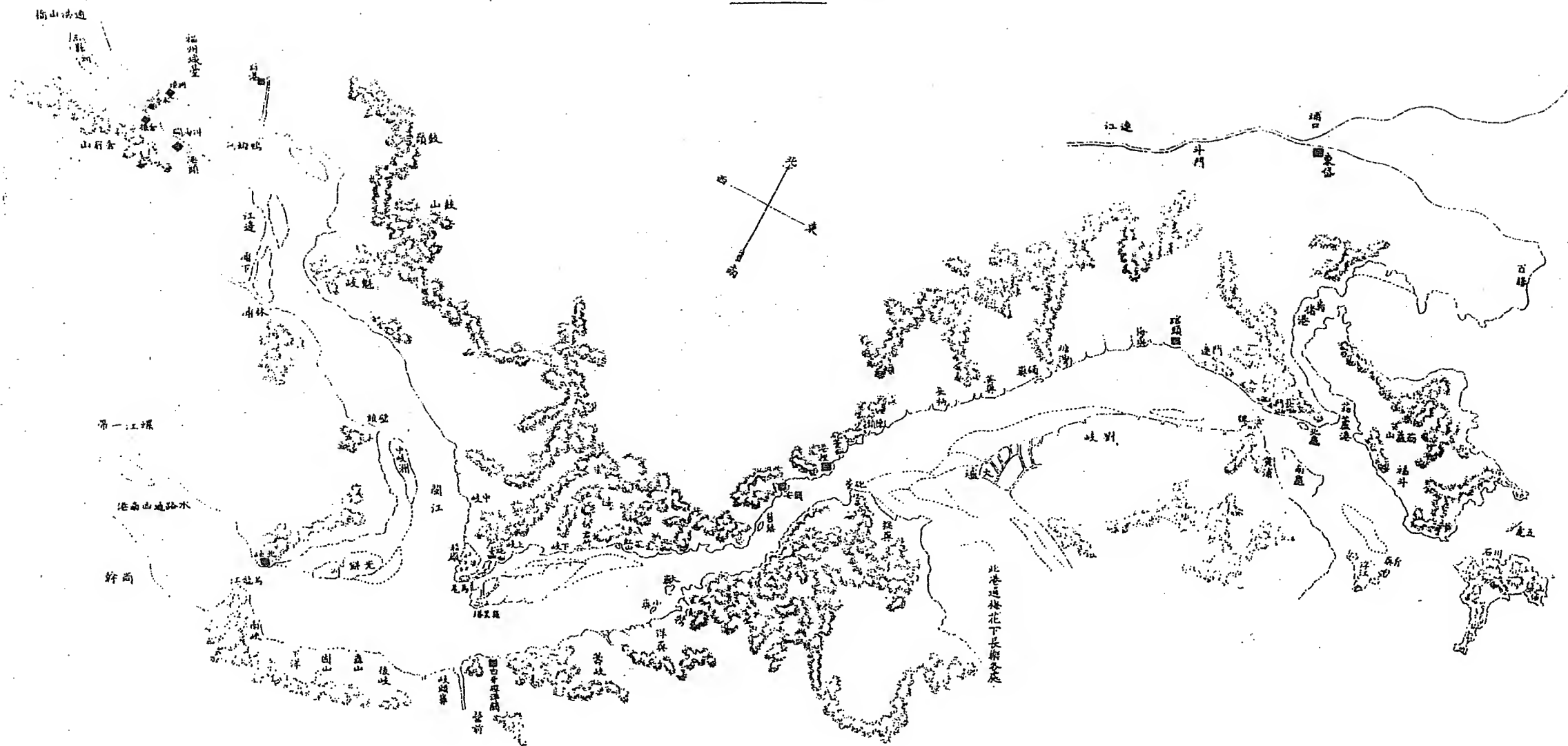
(j.) The following new aids to navigation have been added during the decade:—

A red nun buoy, 6 feet in diameter, was placed in position on the 1st July 1899, to mark the southern edge of a bank extending to the southward of Sharp Peak Island. This buoy is now known as Peak Shoal Buoy.

A beacon, called Rocky Point Beacon, was erected close to Rocky Point, in the Min River, on the 23rd October 1899, to mark the rocky edge extending from the above rock.

A spar buoy was placed in position on the 4th January 1901, to mark the rock on which the s.s. *Hsinfung* struck as she was entering the port on her first trip down from Shanghai. The huoy is known as the Hsinfung Buoy.

SHOWING THE



(*) An excessive quantity of rain fell during the month of June 1892, causing an inundation of the plains around Foochow, but happily, however, not destroying the paddy plantations. A severe thunderstorm burst over Foochow, accompanied by a deluge of rain, during the same month, the lightning entering several houses and causing the death of six persons.

An incipient rebellion was started in Tê-hua (德化) early in August 1892, but was suppressed by General SUN K'AI-HUA (孫開華), who returned in triumph on the 24th August. The trouble was due to a dispute between the collector of the salt revenue and the people. The projector of the rebellion, one named CH'EN KUNG (陳拱), was captured, and, with most of his nearest relatives, was condemned to death.

The unusual occurrence of a heavy snowstorm on the 16th January 1893 has to be recorded, the snow varying from 3 to 6 inches in depth.

On the night of the 2nd September 1893 a fire raged in the city, destroying about 1,000 houses and causing the death of 40 people.

On the morning of the 1st August 1895 an armed mob, numbering about 100 members of a sect called *Tsai-hui* (菜會), known as the Vegetarians, but really belonging to the *Pa-kua-hui* (八卦會), or "Eight Diagrams Society," entered the premises of the English Church Mission at Hna-shan (華山), a summer resort in the vicinity of Ku-t'ien (古田)—locally pronounced Ku-ch'êng,—and brutally murdered 11 British subjects, eight of whom were defenceless women and two were children of tender years. The remains of the victims were collected together and brought down to Foochow for burial on the 6th August. On the 13th of that month a commission of inquiry, under Native military escort, left for Ku-t'ien to investigate the case. The commission consisted of the British Consul (Mr. MANSFIELD), the United States Consul (Colonel HIXSON), the British Vice-Consul (Mr. E. L. B. ALLEN), and Lieutenant EVANS of the United States vessel *Detroit*. The result of the inquiry was that 25 of the actual murderers were convicted and summarily executed, whilst others who participated in the attack were sentenced to various terms of imprisonment or banishment.

On the 18th September 1895 His Excellency CH'ING YU (慶裕), Tartar General, died, being succeeded in April 1896 by His Excellency YU LU (裕祿).

On the 17th October 1895 a 70-ton gun burst at the Kimpai Forts, by which five men were killed and 16 seriously wounded, two of the latter subsequently dying in hospital.

On the 10th December 1896 the Temple of the Queen of Heaven (天后宮) at Kuan-t'ou (館頭), a large village situated on the north bank of the River Min, and about 11 miles below the lower limits of the port, was destroyed by fire, 400 people perishing in the flames. The temple, it seems, had been used as a barrack for some 30 soldiers, who had stored a couple of kegs of gunpowder underneath the stage. While a play was in progress someone incantiously threw a light amongst the straw and debris beneath the stage; flames started out at once, and before long the stage was blown up. The audience made a rush for the doors, which, opening inwards, barred all escape. About 200 escaped through the windows, but the rest were burnt to death.

On the 4th October 1897 the s.s. *Namoa* was wrecked on a rock off Cow's Horn Point, at the northern end of the Haitan Straits.

Typhoons were prevalent throughout the month of August 1898; but the Nantai Settlement was, fortunately, outside their range, and only suffered from violent and heavy rains.

The *Kaiser*, the flagship of the German Vice-Admiral, came in on the 10th November 1898, and left three days later for Santu en route to Shanghai. She had the misfortune, however, to strike on a pinnacle rock in Samsha Bay on the 15th November, during a gale, and was so seriously damaged that she had to run to Hongkong for repairs.

A violent typhoon was experienced in Foochow on the night of the 5th August 1899, great destruction being done by the wind. Scarcely a house escaped damage in Nantai, and the hill station at Kuliang, being exposed to the full force of the wind, suffered still more, only a dozen houses out of about 80 remaining intact—the church, which had just been completed, being entirely destroyed. The shipping also suffered considerably, four steam-launches and a number of junks being wrecked and several lives lost.

The 28th June 1900 witnessed an explosion at the White Fort, near Sharp Peak, which resulted in the death of 27 men and the wounding of 15 more. It appears that preparations were ordered to be made to lay torpedoes down in the river, whereupon an inspection was made of stores in stock. Owing to the impossibility of opening one torpedo, a hammer was brought into requisition, and the result was disastrous. Not only were numerous lives lost, as narrated above, but the whole place was completely wrecked. It was, perhaps, a fortunate circumstance, so far as foreigners were concerned—had torpedoes been successfully laid down complications might have supervened, and much misunderstanding might also have resulted therefrom.

Heavy rains, both here and up country, on the 29th June 1900 caused the most disastrous flood which has been known for the last 50 years. Numerous boats, both large and small, were torn from their anchorages and hurled with appalling force against the Long Bridge, the concussion causing them to break up into match-wood and throwing the occupants into the water. The water flowed over both bridges, completely washing away all the houses in the immediate vicinity and drowning many of the people. One of the piers of the Short Bridge and two piers of the Long Bridge were destroyed, severing the land communication with the city completely. The Foreign community subscribed a sum of money for the relief of the sufferers, and appointed a committee to administer it. The officials are not known to have contributed any money; but the public granaries were opened and rice was freely distributed.

A Native junk arrived at Pagoda Anchorage on the 26th April 1901 having on board 18 foreigners—passengers who had been taken off the P. & O. s.s. *Sobraon* then lying stranded on Tung-yung Island (東湧島). The same junk brought the mails also. The mails and passengers were sent on to Hongkong by the first steamer. The *Sobraon* remained on the rocks until August, when she broke up during a typhoon and went to pieces. As much as could be salvaged was brought into Foochow; the remainder of the wreck sank in deep water.

On the 26th July a fire broke out in a Chinese shop in Nantai, and, spreading immediately, completely destroyed 10 foreign houses and a large number of Chinese houses. Several junks in the harbour were also burnt.

The plague was very prevalent throughout the summer months of the year, the mortality reaching, it is said, 800 a day. The population is, however, so large that a loss of 800 a day seems really quite infinitesimal.

(L) Two noteworthy events have to be recorded, and these refer to the visits of two high personages to the port. On the 28th April 1898 H.R.H. Prince HENRY of Prussia arrived at Matsan in the German cruiser *Gefion*. He was met there by the German Consul, who brought him as far as Pagoda Anchorage in the *Fuhsing*, the Customs buoy-tender. Thence he proceeded to the Settlement in a launch, remaining until the following day, when he took his departure in a house-boat towed by a launch and escorted to Sharp Peak by the *Fuhsing*. At Sharp Peak the Prince rejoined the *Gefion*, which had in the interim come in from Matsan.

On the 4th March 1900 H.R.H. Prince WALDEMAR of Denmark arrived at Pagoda Anchorage in the Danish cruiser *Valkyrien*. He stayed with the Russian Consul at Nantai, receiving a visit from the Viceroy on the 5th and returning it on the following day. The Prince left on the 7th March for Shanghai.

(m) No one, so far as I can gather, has graduated *chuang-yüan*, *pang-yen*, or *tan-hua* during the decade. The last man who attained to eminence in the literary world here was Wu Lu (吳魯), and he graduated *chuang-yüan* in 1890. The aim at one time amongst young men was to become *hsiu-ts'ai*, and then to push on as fast as possible, so as to obtain further literary honours. Now, however, a growing interest is being evinced in Western studies, and many youths manifest an intense desire to learn English, viewing a knowledge of their mother tongue as a matter of minor importance altogether.

(n) There has been no special literary movement in the province during the last few years, nor have any donations been given or bequests been left for literary purposes. The officials, however, encourage literary talent by holding periodical examinations and by giving prizes for the best essays. The last Maritime Prefect is said to have spent much money in this way.

Both the Anglo-Chinese College at Nantai and the Foochow College in the city have done much in the way of educating Natives both in English and in Chinese, particular pains having been taken to teach the scholars English. I have come across several young men who seemed to possess a fair knowledge of English, but who could not stand an examination in their own language. Moreover, many who can read and write English do not know the meaning of what they read.

In the year 1898 two of the local gentry established a school called the Tung Wen Shu-yuan (東文書院), in a temple called the Fan-kung-tz'ü (范公祠), on Wu-shih-shan (烏石山). The master is a Japanese, and the pupils are said to number 100.

In addition to the Anglo-Chinese and the Foochow Colleges, there are several schools kept by Natives, who teach or who make a pretence of teaching English.

(o) The number of *chü-jén* allowed to the province is 103, and the number of *hsiu-ts'ai* 1,340. When special examinations are allowed in years of grace, then two *hsiu-ts'ai* in addition to the ordinary number are allowed to pass.

The population of the Foochow city is said to be 143,000, and that of Nantai 143,500. If the Min (閩) and the Hon (饒) districts, with the villages adjacent to the city, be taken together, the population will be found to exceed 1,000,000.

Some authorities state that 14 per cent. of the people cannot read or write; others state that 50 per cent. can read and write, and 45 per cent. can read but cannot write. I should say that not more than 40 per cent. of the male population throughout the province can read.

There is no educational institution for females, and the time is yet distant when such an innovation will be witnessed; it is stated, nevertheless, that many females are privately taught to read and write. Missionary ladies are taking great interest, however, in the education of Native women, and several schools exist where young girls are taught to read and write and are drilled in calisthenics.

(p.) Fukkien is essentially a mountainous province; but though to the eye mountains appear to be everywhere around, there are also beautiful fertile plains, on which are grown rice, wheat, and sweet potatoes. The Haien-yu (仙遊) district, which comes under the prefecture of Hsing-hua (興化), produces a good deal of sugar; but both flour imported from America and sugar imported from Hongkong can, I am told, compete with the local productions in this line.

The principal natural products of the Fukkien province are tea, rice, and timber, and the principal industry is the manufacture of paper. Tea is, of course, the staple product; but the demand declines year by year, and the people will soon have to plant something else to make their labour remunerative. The tea which is now sent to the market does not come up to the quality which was once to be had; and from a merchant who supplies Spain with a particular kind of tea, I learn that he cannot procure the quality of tea which he once exported. Rice, which at one time almost sufficed for local needs, now has to be imported from both Saigon and Wuhu.

The country around Foochow produces (Foreign) potatoes in enormous quantities, both the Hongkong and the Singapore markets being supplied by this port. Thirty-five years ago it was not possible to buy a potato here, and Foreigners had to import potatoes for their table from either Macao or Swatow.

The absence of good roads renders the use of carts impracticable, so merchandise is carried by coolies on land, and by boats when water conveyance can be resorted to. The boats which bring down tea from the country are of a peculiar shape, having to carry heavy cargoes on a small draught of water. The man who steers each boat is perched up on a platform 6 or 8 feet above the deck, and dexterously manipulates a long oar which projects from the stern, the oar being so nicely balanced, with a heavy stone lashed to its handle, that it can be made to deflect from one side to the other with the greatest ease. Expert steering is required, as several rapids have to be encountered before smooth water is reached.

Foochow is particularly noted for one industry, and that is the manufacture of lacquerware. In this respect it holds a unique place, as there is no lacquer anywhere else which can approach it in beauty. The receipt for making it is said to have come originally from Japan; but no such lacquer is found in that country. The secret is well kept, and the man who has it does not seem anxious to realise the large amount which would be forthcoming if he would reveal his knowledge and turn himself into a limited company. Each layer of lacquer which is put on to the wood is allowed six weeks or two months in which to dry, so

that an article ordered to be made cannot be supplied under from three to six months. Each article is kept underground until ready, as the lacquer dries best in a damp rather than in a dry atmosphere.

Ingenuity has now discovered that it is practicable to lacquer on silk. Moulds are made on which silk is stretched, and the silk is then lacquered over. When the lacquer is dry, the mould is broken, and an article left which is beautiful in appearance and surprisingly light. People who visit Foochow should not fail to take away with them specimens of this lacquer.

Opium may now be said to be one of the products of the province, though not yet grown in sufficient quantity to form an article of export. Poppy fields may now be seen everywhere, the restriction against the cultivation of the flower being evidently a dead letter, so far as this province is concerned. Whilst not imputing to the Native any blame for growing what yields him the best return, it is, at the same time, sad to see land devoted, in such a populous province as this, to an article which is a luxury rather than a necessity.

I must not omit to mention that the Hsing-hua prefecture is noted for its velvets and its grasscloth, and that it has an inexhaustible supply of salt. Lychees and lung-ngans are grown in large quantities there, and red seaweed also forms one of its products.

(q.) The junk trade is very large and, apparently, very prosperous. The junks which trade between this port and Tientsin, Shantung, and Newchwang are styled *pei-po* (北駁). There are about 40 of this class of junk, their cargoes inwards consisting of fruit, beans and bean cake, shrimp sauce, samshu, melon seeds, red and black dates, vermicelli, skins, and felt; the cargoes carried away are poles, planks, paper, bamboo shoots, tea, and joss sticks. The cost of building a junk of the class named varies from \$10,000 to \$30,000.

The junks which run to Hsing-hua are called *hai-yen ch'uan* (海鹽船). They carry away firewood, paper, bamboo shoots, buckets, tubs, and tea, and they bring back salt. There are about 30 employed in this trade, and they cost from \$5,000 to \$10,000 each.

The junks trading to Formosa are styled *T'ai-wan ch'uan* (臺灣船), and are said to number 70. Their imports consist of sugar, camphor-wood, coal, cow hides, deer skins, and medicines, and they carry away poles, planks, paper, bamboo shoots, and firewood. The value of each junk is about \$20,000.

The trade between Foochow and Hsing-hua, Wenchow, and Ningpo is carried on in junks called *wu-tsao* (烏艘). These bring in salt fish, and carry away poles, firewood, and paper; and their value is from \$5,000 to \$10,000.

There is another class of boat trading to Ningpo and Wenchow, called the *pai-ti ch'uan* (白底船), on account of their having a white bottom. They bring in salt fish and sea blubber, and carry away planks, paper, and firewood.

There is also a class of junk called the *pei-shang ch'uan* (北商船), trading to Shanghai and Chefoo; these number about 60. Others bearing also the same name run to T'ai-chou and Ningpo. They bring in rice, wheat, beans, raw cotton, and cotton cloth, and cost from \$10,000 to \$20,000 each.

The papers which a junk carries are a register (牌照) and a port clearance, and when she passes Mingan, bound inwards, she is furnished with a manifest (出口單); outwards, she is provided with a cargo certificate (總單). At one time junks bound outwards did not carry cargo certificates; but since the transfer of the Native Customs each junk has been provided with a cargo certificate for presentation at the port of discharge.

The crew of a junk consists of about 10 men for a small junk and 30 for a large one. It is hard to say what capital is represented by each junk; but the profit on successful voyages is about 30 per cent. No insurance against loss can be effected; but the authorities protect—or are supposed to protect—the boats from pirates, a special tax, known as the *Hu-shang-chuan* (護商捐), being levied for the maintenance of gun-boats. I am told that few gun-boats now exist, and that the junks have to rely upon themselves for their own protection—that is, three or four sail at the same time and keep together as much as possible on the voyage.

No junk can be built without special authority and without the payment of a heavy fee, nor can a junk be repaired without a fee. Small junks are registered at the Magistrate's; large junks are furnished with papers by the Native Customs. The license for a Ningpo junk costs \$150; the bond, another \$80; and sundry fees (雜費), \$150; making a total of \$380. A smaller-sized boat would have to pay about \$260.

Amongst Native shipping must be classed steam-launches owned by Natives. Of these there are 15 plying on the river, and judging from the crowded state of their decks, they must be doing a fair business.

During the reign of CH'EN LUNG (乾隆) no damaged junk could be repaired without renewing its license. This rule, which involved a large outlay on the part of many junk-owners, was subsequently cancelled, no fresh license being now required to be taken for a vessel under repair.

(c.) There are four large banks in Foochow, which have agencies in other provinces. Three of these have Shansi men as their proprietors, the fourth bank being owned by natives of Chehkiang. They do a large exchange business, and are known as Hui Tui Chü (匯兌局), as they grant bills of exchange on other places and remit funds on public account to Peking. When the Treasury is empty and Peking is demanding money, the above banks have to send money on, in anticipation of its being refunded at a later date.

The interest allowed on deposits is 4 per cent. per annum; but the interest charged on loans is from 12 to 18 per cent. A promissory note (契票) is given for a loan; and when the loan cannot be met at due date—usually four months,—then proper security, in the shape of title deeds to property, is required. Instead of a cheque book being used when money is drawn out, as is the case with Foreign banks, a pass book is used, the book being presented each time money is required and the amount recorded in it.

There are more than 30 small banks (銀舖), seven or eight of which are considered first class.

Paper notes are issued by most of the banks, according to their financial standing, the larger banks issuing notes up to \$200,000 and the smaller up to \$6,000.

Duties at the Native Customs are paid in silver; but extra taxes are invariably paid in paper. It must be stated, however, that paper money does not realise its face value, it being always at a discount—a fact which must be detrimental to business transactions.

(s.) There are 19 registered Native postal agencies doing business here, viz.:-

Wên Pao Chü (文報局)	Shên Ch'ang Shêng (森昌盛)
Hsieh T'ai Ch'ang (協泰昌)	Hsieh Hsing Ch'ang (協興昌)
Chêng T'ai Ch'ang (鄭泰昌)	Fu Hsing Jun (福興潤)
Chêng Ta (正大)	Fu Hsing K'ang (福興康)
Ch'uan T'ai Fu (全泰福)	Chêng Ho (正和)
Ch'ien Ch'ang Jên (乾昌仁)	Hu Wan Ch'ang (胡萬昌)
T'ien Shun (天順)	Ho Fa Shun (合發順)
Yung Ho Yu Chi (永和裕記)	Yu Hsing Ch'ang (裕興昌)
Ch'uan Ch'ang Jên (全昌仁)	Ho T'ai (和泰)
Fu Ch'ang Tai (福昌泰)	

The Wên Pao Chü is a semi-government business, and is managed by the agent of the China Merchants Steam Navigation Company.

The Hsieh T'ai Ch'ang and Chêng T'ai Ch'ang are agencies collecting letters for all inland places in the Fuhkien province. The men who make it their business to travel inland and deliver letters are not fixed employes of the letter hong; they are all independent in respect of each other, and receive no fixed salary or remuneration, other than part of the prepaid postage and the delivery fee. There is, as a rule, no fixed time for despatching and receiving mails; letters for unimportant places have to wait some chance opportunity, or until there are sufficient letters to induce a courier to make the journey.

The remainder of the hong is the ordinary Lun Ch'uan Hsin Chü (輪船信局), "steamer letter offices"; they do little or no inland business, but simply collect and distribute letters sent and received through the Imperial Post Office under the "clubbed packages" privilege. They collect part postage on posting and part on delivery, and send clubbed packages to and from Shanghai, Tientsin, Ningpo, Peking, Hankow, Amoy, Swatow, and Canton.

(t.) In my own Department there have been no noteworthy additions to staff, though there has been an increase in the volume of work, occasioned by the addition of the Imperial Post Office and of the Native Customs to ordinary Customs work. The opening of inland waters places to traffic has also added very much to the work to be done.

No important changes have been made in regulations; but new Quarantine Regulations were put into force last year, apparently for the first time, as no previous regulations affecting quarantine were to be found amongst the archives.

(u.) There is nothing much to be said respecting any increase in the naval strength of the Government in this part of the Empire. Two torpedo-boat destroyers have been turned out by the Arsenal lately, but little or no progress has been made towards preparing them for sea.

The Arsenal at Pagoda Anchorage has proved a most expensive toy; indeed, a toy which the high officials do not like, and which they would gladly get rid of, if such a course were feasible. Several of the hands have been discharged and a large number of the Native workmen have had to seek other employment, owing to the want of funds to carry on the establishment. The Arsenal was at the outset under a special Commissioner; but was subsequently handed over to the Tartar General, who was charged with the supervision of the establishment in addition to his own duties. The first Commissioner was SHÊN PAO-CHÊN (沈葆楨), who was appointed to the post at the recommendation of Tso TSUNG-T'ANG (左宗棠) when the latter was Viceroy of Fuhkien and Chehkiang. When Tartar General TSÉNG CH'Í (增祺) was transferred to Moukden, in 1899, the Viceroy was charged temporarily with the duties of Commissioner. On the arrival of Tartar General SHAN LIEN (善聯), the successor of TSÉNG CH'Í, the Viceroy was relieved of his burden; but only temporarily. SHAN LIEN not only found that the Arsenal did not pay its way, but that it drained him of funds; and he consequently hethought him that the establishment would thrive better in the Viceroy's hands than in his own. He therefore obtained Imperial consent to re-transfer the Arsenal to the Viceroy. SHAN LIEN died on the 26th January 1901, and was succeeded by CHING HSING (景星), who was transferred from the governorship of Hupeh to be Tartar General here, and who took over the seals from the Viceroy (who had had charge of them *ad interim*) on the 24th April 1901. The opportunity now seemed to be favourable for the Viceroy to get rid of the Arsenal, and he was not slow to take it. By a strategic move, or, rather, by a well-worded memorial, in which he descanted on the ability and activity of the new Tartar General, he obtained Imperial sanction to re-transfer the Arsenal, much to the annoyance of the Tartar General.

The forts in the Kimpai and Mangan Passes have been considerably strengthened, and other forts in strategic positions have been erected—the aim being to make the port impregnable from the sea, and no doubt the military authorities have succeeded in doing so.

The small arms factory in the city turns out Mauser rifles in large numbers, and is about to import new machinery to expedite the manufacture of cartridges.

When the Japanese manœuvres took place in November, SUN TAO-JÊN (孫道仁), a son of the late distinguished General SUN K'AI-HUA (孫開華), was sent over to Japan to watch them. He returned with two Japanese officers, who now drill the Chinese soldiers daily. As there is not likely to be a Governor here again, the Governor's yamén has been turned into a military school.

(v.) Mission work has made great progress in the province, in spite of many obstacles. In the future it is likely to spread still more, as people can now become converts without being harassed, as was at one time the case.

The Protestant missionary societies represented are the Church Missionary Society, the American Board of Foreign Missions, and the American Methodist Episcopal Mission. Protestant mission work began in Foochow in 1847. The number of baptised Christians in these parts is said to be 19,176, and the number of adherents to be 20,000. The Methodist Episcopal Mission is well represented at Hsing-hua, which is one of their chief stations.

The Roman Catholics have perhaps gained a greater hold on the people than the Protestants, and have been longer at work. According to the Roman Catholic Bishop of Foochow, there are 29 fathers under him and about 42,000 converts. These figures do not comprise Changchow or Chinchew, both of which are included in the diocese of the Roman Catholic Bishop of Amoy.

(w.) The following provinces have *hui-kuan*, or guilds, at Foochow: Honan, Fengtien, Chihli, Shensi, Shansi, Kwangtung, Kwangsi, Kiangsi, Chehkiang, Hnpeh, Hunan, Szechwan, and Anhwei. Amongst these provinces, Kiangsi has two and Chehkiang four *hui-kuan*, and Shensi and Shansi have one *hui-kuan* between them. One *hui-kuan* has officials only as members; the rest have both officials and merchants.

The provinces in which natives of the Fuhkien province have established *hui-kuan* are Chihli, Chehkiang, Kiangsi, Shantung, Kwangtung, Kwangsi, Hunan, and Hupeh.

A *hui-kuan* has, as a rule, a salaried secretary, who is elected by the members. It is his duty to look after the property and the funds of the establishment, and to defray all expenses for its maintenance, his accounts being subject to audit by the general committee. He also issues invitations to the members to meet on special occasions and, in particular, to celebrate the birthday of the *hui-kuan* deity. Members, whether officials or merchants, are bound to help each other, if necessity dictates it; and when a member dies his remains are allowed to rest at the *hui-kuan* until shipped away to his native place.

The general rules of the Canton Hui-kuan were given in the last Foochow Decennial Report, and it is therefore unnecessary to repeat them here; the following byelaws are, however, interesting:—

- 1.—Compradors who buy tea for Foreign hongs shall pay 4 cash on every chest of 80 catties, 2 cash on every half-chest of 40 catties, 2½ cash on every box of 32 catties, and 1½ cash on every 16-catty box purchased; if four boxes of 10 or 16 catties each are made up into one package, then 4 cash will be charged on each package.
- 2.—Tea brokers who buy tea must pay 4 cash, 2 cash, 2½ cash, and 1½ cash, respectively, on each chest, half-chest, large box, and small box purchased.
- 3.—Tea buyers (any Cantonese who buy tea) shall pay 2 cash, 1 cash, 1½ cash, and ¾ cash, respectively, on each chest, half-chest, large box, and small box purchased.
- 4.—Compradors who buy tea for themselves shall pay 1 cash for each chest, ½ cash for each half-chest, and ¾ cash for each package containing four small boxes.
- 5.—Tea brokers who sell tea to Foreign hongs shall pay the same taxes as given in No. 4.
- 6.—Godownmen who buy tea shall pay ¾ cash on each chest, ¼ cash on each half-chest, ¼ cash on each box or two small boxes, and ¾ cash on each package containing four boxes of 10 or 15 catties each.
- 7.—Owners of tea shops shall pay 1 cash for each chest, ½ cash for each half-chest, ¾ cash for each large box, ¼ cash for each small box, and 1 cash for each package containing four small boxes.

- 8.—Any Cantonese who enters into partnership with another who is not a Cantonese shall pay 2 cash for every chest of tea, 1 cash for every half-chest, 1½ cash for every large box, ½ cash for every small box, and 2 cash for every package containing four small boxes.
- 9.—Compradors of honges who purchase tea from others than natives of Canton shall pay 1 cash for every chest, 2 cash for every half-chest, 2½ cash for every large box, 1½ cash for every small box, and 4 cash for every package containing four small boxes.
- 10.—4 candareens shall be levied on each chest of opium imported, but such tax shall be refunded if the opium is re-exported.
- 11.—Storekeepers shall pay 4 candareens on every Tia 100 worth of goods imported, according to the value shown in the account books.
- 12.—Compradors and shopkeepers will be expected to contribute from \$1 to \$10 at the end of each year for incense.
- 13.—A receipt having the characters 同善堂 on it will be given for all taxes collected.

It will be noticed that the tax on a large box of tea exceeds that which has to be paid on a half-chest. On inquiry why there should be such a discrepancy, I was told that the tea packed in boxes is usually of better quality than that sent away in chests and half-chests, and can therefore bear a higher tax.

Many of the rules of the various guilds which function here are similar, but the subscriptions expected are by no means the same.

Most of the guilds allow women to enter for pleasure, though not to worship; but the Two Kwang Guild does not admit women under any circumstances.

Each guild is ruled by a committee, the members of which take it in turn to burn incense and to look after the interests of the guild.

Festivals occur twice a year, during the spring and autumn, and at such other times as may be appointed.

No one is allowed to live in any of the guilds, save a member (or members) of the committee and such servants as the guild employs.

Each guild has its patron saint, whose birthday is duly celebrated when that event occurs.

One club mulcts a member in 2,000 cash if a son or a grandson is born to him; another calls for the payment of \$3, or the presentation of a Foreign lamp, if such an auspicious event occurs.

The Hupeh Guild calls upon a Viceroy who comes here to pay a donation of Tia 600 on appointment and further small subscriptions; the Kiangsu Guild charges Tia 500; the Kiangai Guild, Tia 200; whilst the Anhwei Guild charges only Tia 40.

If an official is promoted and transferred to another province, he has to pay a further donation to his club. The Hupeh Guild expects Tia 500 from a Literary Chancellor, Tia 400 from a Treasurer, Tia 300 from a Judge, Tia 240 from a Taotai, Tia 200 from a Prefect, Tia 400 from a General, and Tia 300 from a Major-General.

The guild known as the Two Kwang Guild, and having natives of Kwangtung and Kwangai as its members, is said to be for officials only. It was started in 1869, and between that year and 1885 it received about Tia 20,989 in subscriptions, Tia 2,945 of which formed donations on the births of children. The expenditure during the same period is said to have been Tia 20,830.

If a member of a club makes a handsome donation towards its funds, he is honoured by a special tablet, which is placed in some conspicuous place to attract attention.

Many of the guilds possess property adjacent to their clubs, and thus obtain a fair income in addition to the donations and subscriptions of members.

(x.) Several officials of note have held office in this province. Amongst them may be mentioned His Excellency YU LU (裕祿) and His Excellency TSÉNG CH'I (增祺), both of whom held the position of Tartar General in Foochow, the latter succeeding the former in office. Singular to state, YU LU was killed at Tientsin during the Boxer revolt, and TSÉNG CH'I was driven out of Moukden by the Russians when that city was taken by them. TSÉNG CH'I was, however, subsequently reinstated, and is at the present moment Military Governor of Moukden.

Amongst the Viceroys of note, the following may be particularised: PIEN PAO-TI (卞寶第) and PIEN PAO-CH'UAN (邊寶泉). The former is said to have started coining cent pieces, and the latter to have adopted stringent measures against spurious coining. PIEN PAO-CH'UAN died in harness.

Three Provincial Treasurers merit notice—these are CHANG TSÉNG-YANG (張曾敭), LI HSING-JUI (李興銳), and CHOU LIEN (周蓮). The first was transferred to Nanking last year to fill the post of Treasurer there; the second is at present Governor of Kiangsi; and the third is still in office here. During the riots up North, CHOU LIEN, who was then Judge, kept excellent order in Foochow, and it was mainly owing to his exertions that we were preserved from trouble.

The following natives of this province have distinguished themselves in official life: LO FÉNG-LU (羅豐祿), at present Minister to England; SHAO CHI-CH'ENG (邵積誠), Governor of Kweichow; CH'EN PI (陳璧), a Censor, and Mayor of Shun-t'ien, in Chibli; and KUO TSÉNG-HSIN (郭曾忻), a Commissioner in the Office for Transmission.

(y.) No useful books appear to have been written or published recently, from which it is evident that the province is not renowned for the display of literary talent.

(z.) It is difficult to predict what the future of the province will be. Its mineral wealth is great; but, thus far, there has not been any unusual activity to find out what its resources really are. The officials do not, at present, exhibit any particular desire to grant mining concessions, though they have given countenance to surveys being made and to ores being tested. Coal is said to be in abundance, and of good quality, up country, but in places which are not accessible enough to make it remunerative to bring the coal down. Not only is there coal, but there is silver too; other ores also may be said to exist. But Foreign capital must be used to exploit the country, if any measure of success is expected, and Foreign management—otherwise nothing can be done. There may be plenty of capital ready to be invested in mining enterprises; but Natives will not contribute any money unless they are protected against official interference.

As fresh taxation will have to be resorted to, in order to meet the indemnity which has been laid upon China, much trouble may be predicted, as the Natives are not in a position to bear new burdens. The necessities of life have increased 50 per cent. in price—in many cases 100 per cent.—and, in addition, trade has been in a depressed state for some time past; the imposition of new taxes will therefore be found to be very ill-timed, and the authorities will do well to exercise great care in their methods of procedure.

It seemed at one time as if the supply of timber were inexhaustible; but no afforestation act is in force, and the consequence is that timber is now comparatively scarce and the price abnormally high. It might be inferred from the number of rafts which come down the river that timber is in abundance; but such is by no means the case. The deforestation which is going on will have a very serious effect on the future prosperity of the port.

The construction and improvement of roads would add greatly to the wealth of the province, and would lead to a freer exchange of products, whilst such measures would, in the opinion of a missionary long resident in China, lead to the abolition of village fights and to the suppression of piracy.

"In winter," a missionary writes, "food becomes so expensive that many households can afford but one warm meal a day, while the people in the mountains set fire to and destroy what they cannot carry to market. Nowhere in all China is the lack of an intelligent and efficient government more distinctly seen than in Hsing-hua. The people might be happy indeed, if roads were constructed and village fights—as well as the many other forms of violence, lawlessness, and obstructiveness—prohibited."

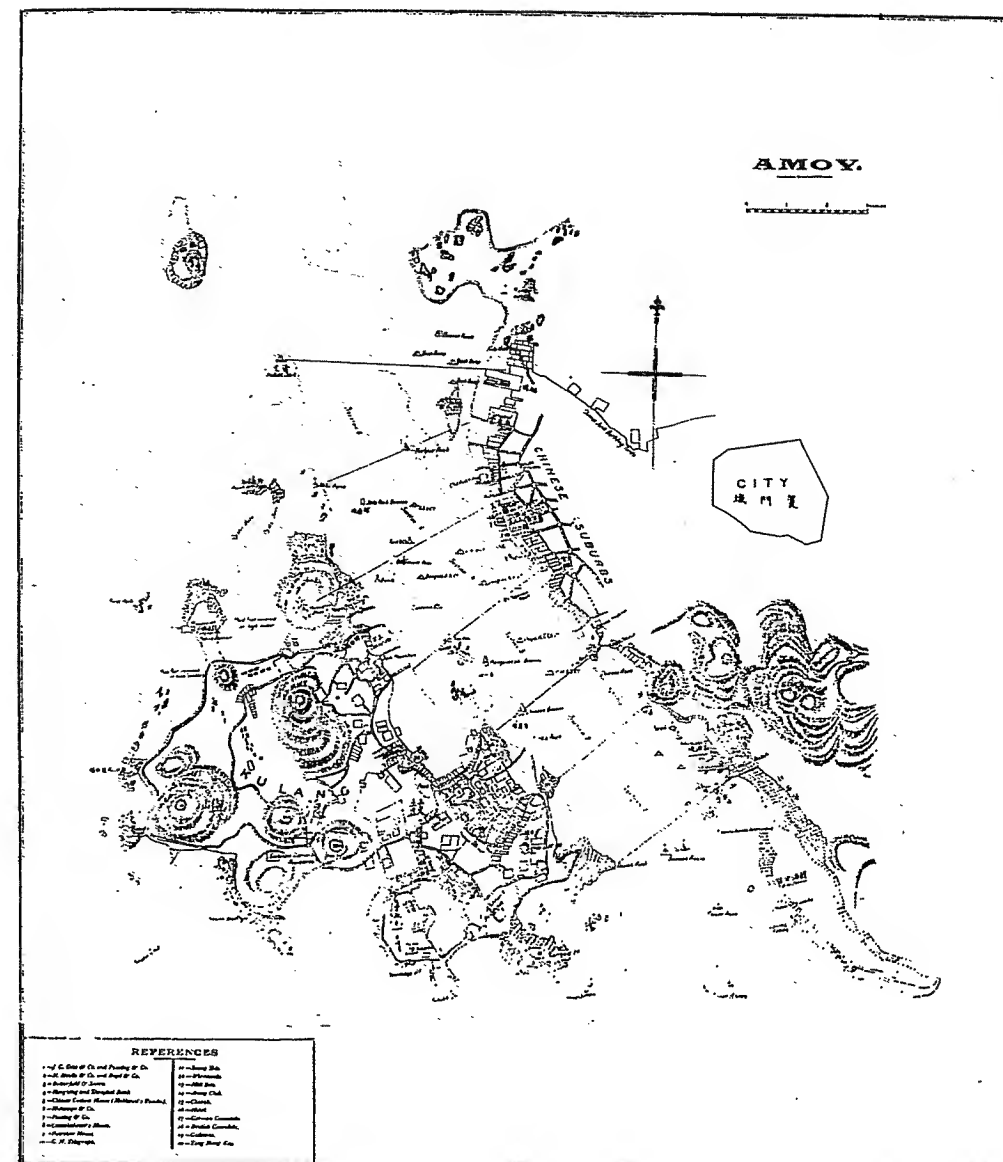
Though tumults and uprisings in various parts of the Empire have taken place during the decade under review, the people of this province have, as a whole, been fairly tranquil, and have been free from the bitter anti-Foreign feeling which has manifested itself so painfully in other portions of the Empire. The people were never more friendly towards Foreigners than they are at the present moment, and this feeling, which is apparent, augurs well for the future.

WALTER LAY,

Commissioner of Customs.

CUSTOM HOUSE,

FOOCHOW, 31st December 1901.



AMOY.

AMOY.

DECENNIAL REPORT, 1892-1901.

(a.) CHIEF OCCURRENCES.—In reviewing the trade of this port for the years 1892 to 1901, there is little doubt that a distinct downward tendency has to be recorded, and that trade prospects generally are not bright. Year after year, during the decade, have the several Commissioners had to deplore the gradual decay of the Amoy Tea trade, and now it only remains to be written that this trade with Foreign countries has entirely ceased. This important subject will, however, be dealt with in another part of the Report. The "Chief Occurrences" are given in the order in which they occurred.

The disastrous wreck of the P. & O. s.s. *Bokhara* occurred, on one of the Pescadore Islands, on the 10th October 1892. This, as well as other wrecks in the district, is referred to in detail under (k), "Unhappy Occurrences."

Hulks were first established in April 1894, when the old Yangtze steamer *Shanghai* was moored in the harbour and the present Hulk Regulations were adopted.

Quarantine Regulations were brought into force on the 19th June of the same year, and steamers from Hongkong, Canton, and Swatow anchored in the outer harbour until inspected and passed by the Health Officer.

War between China and Japan was actually declared on the 1st August, although hostilities in the North had broken out previous to this date.

The appearance of pirate boats off Kulangsu caused somewhat of a stir about this time. No raids were committed, however, and measures were taken by the local authorities to prevent robberies.

In November the ratepayers decided to establish a Local Post Office, with the issue of stamps—these, however, were not issued until the following year.

In December the Provincial Commander-in-Chief informed the Consular Body of the port that, in consequence of the war with Japan, a Chinese gun-boat, stationed outside Taitan, would act as guard-ship, and that men-of-war of friendly Powers should communicate with her before entering the port.

The sale of Manila Lottery tickets was forbidden in the same month (December).

On the 16th February 1895 the Petroleum Oil tanks which had been built by the Shell Transport and Trading Company were filled for the first time, and the new regulations regarding Oil in bulk came into force. The Royal Dutch Petroleum Company established tanks just six years later.

In March of the same year the public were notified that the local authorities intended to place torpedoes at the entrance of the outer harbour, and operations were commenced on the 27th.

The news of the fall of the forts at the Pescadores reached here on the 28th March. From reports received by this office, it appears that Fisher Island Lighthouse was taken by force on the 26th March, and the Lightkeepers were threatened by the invaders, although no resistance had been made. The Japanese fleet was first sighted on the 20th March, and at 2.30 P.M. on the 23rd Toasiapa (Makung) fort fell; the fire lasted from 9.30 A.M. to 2.30 P.M., when the guns of this fort were turned by the conquerors on the citadel of Makung, and the fire from this latter place was silenced by noon on the 24th March. On that night a large number of Chinese from the village came to the light-station asking for shelter, and the Lightkeeper in charge was informed that all forts had been abandoned by the Chinese military officials and soldiers. The light was relit by order of the Japanese, and the several Lightkeepers were informed that their services at their present rate of pay would be retained; the two Foreigners declined, but the Chinese staff accepted the Japanese service. The whole of the Lights staff of both Fisher Island and South Cape subsequently arrived in Amoy, with the exception of three Chinese, who preferred to remain where they were.

The Treaty of Peace between China and Japan was signed at Shimonoseki on the 17th April, and Formosa was ceded to Japan, but the formal transfer did not take place until the 2nd June. The following extract from Mr. MORSE's Tamsui Trade Report for 1895 will show the state of anarchy which existed at this time in the island:—

"Formosa was left undisturbed by the war until February, when such definite reports of a projected attack were received that many banks and merchants closed their accounts and remitted their balances. We then had quiet for a month, when fresh reports were received—this time to be verified. On the 20th March a fleet was seen passing the South Cape, and on the 23rd the long-expected attack on the Pescadores was made. This place fell into the hands of the Japanese after a very feeble resistance, their total loss being two killed and 17 wounded; but since the occupation 1,300 Japanese have died there of cholera. It was generally believed that an attack on Formosa itself was imminent, and this belief was strengthened by the exclusion of Formosa from the armistice. No hostile demonstration was, however, made.

"The signing of the Treaty of Shimonoseki, on the 17th April, was considered abroad to be the end of trouble in Formosa; it was, in fact, only the beginning. It was known by the 20th April that the cession of Formosa formed one of the conditions of peace, and then, immediately, a storm of protest arose from soldiers and people, who further declared that the lives of the officials would be forfeited if they tried to deliver the island to Japan or to escape, and that treasure or arms would not in any case be permitted to leave. The excitement culminated in an attack on the Governor on the 22nd, when 18 soldiers and people were killed, and nearly 50 wounded, in attacking and defending his person in his own *yamen*. The officials, from the Governor down, felt powerless in the face of this uprising, and, yielding to *force majeure*, submitted their actions from this time forward to the domination of the angry

populace; it must be noted, however, that the people of North Formosa were very lukewarm, and that the heart of the mutiny was in the turbulent soldiery and in the people of Mid-Formosa. On the 25th April the Governor formally notified the Consular Body that he was coerced and could no longer act as a free agent; that the first step taken to carry out the terms of the Treaty would inevitably lead to the death of himself and all other officials; that the soldiers refused to return to China, though fully paid; and that in certain conditions he could no longer protect Foreign lives or property. Matters went on thus for a month, the exchange of ratifications on the 8th May only making the state of affairs worse. Finally, on the 24th May, without any warning, the independence of the Republic of Formosa was declared, and an undying resolve to resist the aggression of the Japanese was proclaimed. This rebellion, whether it be taken to be directed against the ceding Power or the new masters of the island, rendered untenable the position of loyal servants of the Chinese Empire; and the declaration of independence was the signal for the departure of such of the civilian officials holding the Imperial commission as had free access to shipping, the departures including the Provincial Treasurer, the Tactai and Officiating Judge, the Taipei and Tainan Prefects, and many of the District Magistrates—some of the latter (as at Hain-chu) being, however, forcibly prevented from leaving. The only civilian of note to remain was the Governor, and his departure would have ensured his own death and brought on a state of anarchy. Of the military, the only officials to depart voluntarily were two who held the Imperial commission, viz., the Amoy Admiral YANG and the Tainan Brigadier.

"The flag of the Republic of Formosa represented a tiger or, regardant, on a field azure, and was first raised on the 26th May, with a salute of 21 guns, over the fort at Tamsui. A similar flag was sent to be raised over the Custom House; but as no instructions had been received, compliance with the request was avoided. The presidency of the Republic was accepted by the former Governor of Formosa, T'ANG CHING-SUNG, 'so pressing were the solicitations of the people;' and probably never was *nolo episcopari* more devoutly breathed than was *mei fa-tzu* by this President of an hour.

"The death knell of the Republic proclaimed on the 24th May was struck on the 29th of the same month, when a Japanese force landed north of Santiao Point and about 20 miles south-east from Kelung. Their ships, anchored off Tamsui, had seen the 'tiger' flag raised—and had heard the salute which accompanied the raising—on the 26th May; and they probably considered themselves justified in taking such steps as seemed called for. After two or three days sharp skirmishing, in which the Chinese outposts made a good fight, the Japanese forces were on the 2nd June within 5 miles of Kelung, but had not come into touch with the artificial defences of the place. Then comes the story of treachery, or incapacity, or both; and the Japanese, advancing on the 3rd June, met with little or no opposition, and took possession of Kelung and its forts, which they found quite uninjured and abandoned without a shot by the garrison holding them under the 'tiger' flag.

"The capture of Kelung, its garrison making masterly movement rearwards, caused at once a general collapse of the fabric of government; and by noon of the 4th June not one of the new functionaries of the Republic, great or small, could be found at his post. A more

discreditable exhibition has seldom been seen than this of the shepherds deserting their flocks and leaving them to the tender mercies of a rapacious soldiery—though the scenes of a few days later, when the sheep were ravaging the wolves, may perhaps be considered worse. The refugee officials took shelter on a German steamer which lay in port; but the soldiers, thousands in number and deserted by their leaders, made her the target for their rifles, while the fort threatened to open fire on her if she attempted to leave port, and, to show their strength, actually did fire on certain launches attempting to communicate with steamers lying outside the Bar. Arrangements were made by which the steamer was permitted to depart, and she left on the morning of the 6th June. Just before leaving, however, fire was opened on her by a battery of small field-pieces situated at a distance of 3,000 yards. The battery was soon silenced by the German gun-boat *Ilia*, then lying in port.

"From the night of the 4th June anarchy reigned supreme throughout North Formosa. This was especially manifested at the city of Taipei, which was given up to arson and plunder. The Governor's yamen was the first to be looted and burned, and many private houses were destroyed. The Arsenal and powder factory were completely gutted; and similar attempts on the powder magazine resulted in an explosion, on the morning of the 6th June, in which over 100 lives of ignorant looters were lost, while many others perished in the struggle for plunder. During this time the counter-attractions of Taipei and of the Arsenal did much to save the suburb of Twatutia, and the Foreign merchants living there were left undisturbed in fact, though kept on the alert by constant apprehension of impending danger. During the troubles the Foreign residents at Twatutia were protected by a force of 25 German and 30 British marines, landed for that purpose by the respective Admirals, in which task they were assisted by an armed launch, and, at the shipping port of Tamsui, by the British gun-boat *Redbreast* and the German gun-boat *Ilia*. The Customs officials, the only Foreign residents, at Kelung were withdrawn on the 2nd June.

"Gorged with plunder, the disorderly troops spread over the country, holding it at their mercy. Soon, however, as the Japanese approach seemed near, they threw away their arms; and the country-people, possessing themselves of means of offence, turned the tables and began to oppress their previous oppressors, now defenceless. In one village it is said that 200 unarmed soldiers were shot down and money to the amount of over \$10,000 taken from their bodies.

"The Japanese forces entered Taipei at daybreak on the 7th June, welcomed as deliverers, every house displaying Japanese flags inscribed 'Virtuous subjects of the Japanese Empire'; and the disorderly scenes of the previous days ceased at once. The port of Tamsui was occupied in force on the 9th June, and the Japanese flag raised over the Custom House at noon, when the Chinese Customs ceased to function and its staff was withdrawn.

"In the three months from the attack on the Pescadores the attention of the disorderly element might at any moment, and in connexion with any of the actual events of the time, have been directed against the Foreign community; and the heads of the Foreign firms, who hastened to the scene on the approach of danger, expressed the state of the case in declaring, through April and May, 'We are sitting on a powder magazine.' The magazine ultimately exploded; but the forces of the explosion so expended themselves that, in fact, the Foreign

community was outside their range, and no worse bodily effects were experienced than those resulting from disordered nerves."

On the 1st July H.B.M.S. *Rainbow* arrived here from Tainan, with Opium and Treasure belonging to the various merchants there, and on the following day H.B.M.S. *Spartan* arrived with a like cargo, as well as some of the Foreign staff of the Chinese Customs. The Japanese assumed charge of the Tainan (Anping and Takow) Customs on the 1st July, and the staff of the Imperial Chinese Customs was all withdrawn.

During the same month (July) notice was received from the territorial authorities that all torpedoes had been removed from the entrance of the harbour.

On the 21st October the British s.s. *Thales* was detained and searched, outside the island of Tsingseu, by the Japanese cruiser *Yayeyama*. The "Black Flag" General LIA YUNG-FU was supposed to be on board. The s.s. *Haitan*, with the British Consul and the local agent of the steamer, proceeded out to the *Thales* and protested against that vessel's detention, the result being that she came into the port during the evening, with a party of Japanese officers and men on board. Nothing was seen, however, of the individual of whom they were in search.

In November a considerable stir was caused amongst the Foreign and Native residents by the report that two German war-ships had landed men on Quemoy, and were surveying the island, with a view to erecting barracks and converting the place into a coaling station. Nothing further than a survey, however, took place.

On the 8th July 1896 an armed party from H.B.M.S. *Redpole* landed, with machine guns, on the British Concession, to protect some coolies carrying cargo for Messrs. BUTTERFIELD & SWIRE. This firm had for some time past objected to the charge for handling goods demanded by the local coolie gangs, and, failing to come to terms with the gang chief, had engaged a head-man of their own, who was not a member of the guild and who employed non-union coolies. The gang coolies having threatened to prevent the new-comers from working, the Maritime Sub-Prefect, at the request of the British Consul, issued a proclamation; and subsequently the gang coolies offered to accept Messrs. BUTTERFIELD & SWIRE's terms, if they would get rid of the outsiders. They were told that it was now too late to accept these terms, and Messrs. BUTTERFIELD & SWIRE appealed to the British Consul, who decided on the display of force above recorded. The sailors were not called upon to use their arms, as the gang coolies did not interfere with the new workers.

On the 2nd February 1897 the Imperial Chinese Post Office was opened to the public. Full particulars of its working will be found under (c), "Native Postal Agencies."

In 1898, on the 14th March, the new Tung Wen Institute (同文書院) was inaugurated (*vide* section (c)).

On the 27th April of the same year the Hope Hospital was opened on Kulangsu. It was built by the Reformed Church of the United States of America and by subscriptions from friends. Dr. OTTE, of the before-mentioned mission, was, and is, in charge.

The Hai-fang Ting (海防廳) and the Likin Weiyuan (釐金委員), on the 1st May, issued a proclamation to the effect that a tax, to be enforced in every province of the Empire, of 10 per cent. on the rental of all houses, and a tax on Opium shops on a sliding scale from

Tia 1,000 to Tia 500 per annum, would be levied. On that day all the shops in Amoy were closed in silent protestation against the new tax. Later on in the day, at the request of the authorities, the shopkeepers resumed business and agreed to pay the new levy. A few days later the news came that the Emperor had decided not to impose the additional tribute, and consequently no attempt was made to proceed with the collection. That the Amoy population agreed to pay this extra burden on their already heavily taxed incomes speaks well for their general law-abiding character.

On the 23rd August the Chinese and Japanese authorities, having decided to mark out the boundaries of the new Japanese Concession at Tiger Head, were prevented from carrying this work into effect by a mob, composed chiefly of old women, who destroyed the boundary flags, and molested, not only the Chinese deputies, but the secretary and constable of the Japanese Consulate. The timely arrival of a Japanese cruiser probably prevented further trouble.

In January 1900 a case of piracy was reported to have taken place near Quemoy. A junk with emigrants returning from the Straits, being towed to the outer harbour by a steam-launch, was boarded by the crews of two other junks dressed as soldiers. They searched the luggage of the passengers for anything of value, and carried off cash and jewellery valued at \$10,000, after having shot one of the passengers. Four other passengers jumped overboard and are said to have been drowned.

The new Tung Ya (東亞), or Eastern Asia, College was opened on the 15th February of the same year. Further particulars regarding this establishment are given under section (c.).

On the 12th March the decapitated and mutilated body of an unknown Chinese was discovered on the beach, near the German Consul's residence, on Kulangsu. The heart and intestines were hung on a tree, and on the following day the head was found in the water. It is supposed that the unfortunate man had come from Formosa and that he had been a spy in the pay of the Japanese. The murderers were not detected.

The Bank of Taiwan, a Japanese institution, with its head office at Taipei (Formosa), opened a branch here on the 1st May.

Notwithstanding the desperate state of affairs during the anxious summer months of 1900, when the fate of the residents of Peking was unknown, all was quiet here. The local officials seemed to be aware of the alarming situation, and took the necessary precautions to guard against danger. All British and American missionaries residing in the surrounding district were ordered by their respective Consuls to return to Amoy. During July four British officers visited the port, for the purpose of procuring 2,000 coolies to serve in the "Bamboo Section" of the British Expeditionary Force. However, although the liberal wages of \$15 per month and food, with a guarantee of four months engagement, were offered, the Natives declined to engage themselves. The northern trade during the summer months was at a standstill, and but few exports for Shanghai and beyond left the port.

On the 24th August, at 2 A.M., a small rented house in the Amoy city, which had been converted into a temple by Japanese Buddhists, was burnt. Two hours later an armed guard of 60 blue-jackets, from one of the Japanese war-ships in harbour, marched to the scene of the fire, and afterwards crossed to Kulangsu, where they remained. Armed Japanese sailors,

fully equipped, paraded the island for six days and guarded their Consulate. On the 26th 200 more Japanese sailors, with two guns, were landed, and entered the Native city. On the 30th 70 armed British marines, with a gun, and three officers, from H.B.M.S. *Isis*, were conveyed to the British Concession and housed in one of Messrs. BUTTERFIELD & SWIRE'S godowns. In consequence of these armed forces being landed, a large exodus of the population took place and the Native city wore a very deserted appearance. The port was perfectly quiet and the people peaceful. On the 9th September the British and Japanese landing-parties were withdrawn and re-embarked on their respective ships.

On the night of the 14th January 1901 the strong room of the Bank of Taiwan was entered by robbers, and 13 boxes, each containing \$1,000, were carried away. The thieves were discovered, as was also the greater part of the money, which was hidden in a temple and a pond.

On the 2nd April of the same year the French chartered transport *Dioliba* arrived from Saigon with a telegraph cable, the shore end of which she landed the same evening at the Great Northern Telegraph Company's jetty. The following day she steamed slowly out to sea, paying out the cable to Chapel Island, where another cable steamer afterwards met her.

The French telegraph-steamer *François Arago* arrived from Calais on the 10th May, with a portion of the sea cable which connects this port with Tourane.

On the 11th November the Provisional Tariff of an effective 5 per cent. on Imports, as arranged for by the Peace Protocol signed on the 7th September, came into force, and the hitherto existing Duty-free list ceased to operate.

On the same day (11th November) the supervision and control of the Native Customs was assumed by this office. This was effected without any friction, although, of course, it was extremely unpleasant for the employees of that establishment. They, however, met the inevitable in a sensible way; and there is little doubt that, as time goes on, the Ch'ang Kuan (常關) can and will be reorganised on honest lines, greatly to the benefit of the country generally.

During the same month (November) the sale, for \$1,500, of a small island in the harbour, called Monkey Island, to a French subject, was announced. It is a barren rock, 700 feet long by 400 feet broad, situated at the upper end of the inner harbour.

(b.) REVIEW OF TRADE.—My predecessors, in their Trade Reports, having fully made this their chief subject, it is not intended to expatiate to any great length on this question, and to give the advances and declines of the principal articles would entail too great a space; but a review of this sort would not be complete without drawing attention to the very rapid increasing strides that Kerosene Oil has taken. To go back as far as the year 1881—a date, it is true, not within the scope of this Report,—the import of this article had reached 20,000 gallons only, in 1891 it rose to 1,772,000 gallons, and in 1901 it had reached 3,275,000 gallons from all places. All Oil in cases, and more especially the American product, has fallen away, to give place to the Russian and Sumatra illuminant in bulk. Oil from Borneo was first imported in 1901, and during the same year a small trial shipment of the Formosan product was brought here.

The ever-increasing demand for Flour—probably, in a measure, due to droughts and short crops of Rice—brought the import figures for this commodity from 24,177 piculs in 1892 to 201,913 piculs in 1901. The greater part of this Flour is used in the manufacture of macaroni, vermicelli, and Native cakes, all of which are largely used by all classes in this district.

In turning to Exports, it is found that there is a downward tendency in nearly all the principal articles—most marked in Sugar Candy. It is a regrettable fact that the trade of Amoy is not on the increase, and that no change in channel, demand, or supply can be recorded. It is also a fact that there does not seem to have been any energy displayed in trying to push improvements in any way. Modern machinery for crushing sugar cane, for making bricks and tiles, and for cleaning hemp was talked about at one time; but nothing came of it.

The most important fact, however, that needs recording is that the trade in Amoy Tea is dead, and that Tea has ceased to be grown, except in small quantities for the consumption of Chinese settlers in the Straits Settlements, who are mainly from this province, and who retain their taste for the Tea known as Pouchong. To commence from the beginning of the decay of this trade it again becomes necessary to trespass on a period that has already been reviewed in the last Decennial Report. In Messrs. RUSSELL & Co.'s Tea circular of the 29th September 1887 it is stated that "owners of Tea gardens have in many districts decided, being utterly discouraged at the low average prices recently obtained, to convert them to other purposes;" and during 1889 the then United States Consul addressed the following circular to Native and Foreign teamen:—

"The early opening of the market for the new season's Teas seems to furnish an opportune time for calling the attention of Foreign and Native Tea merchants to the uniformly bad quality and unsavoury reputation of Amoy Oolongs, which a late Commissioner of Customs at this port justly designated as 'common stuff.' It is a well-recognised fact that Amoy Oolongs are generally dirty, adulterated, carelessly picked, or poorly cured. So vile is their reputation that they no longer have but one market open to them, viz., the United States, and even that market they should not retain, unless a general and vigorous effort is made by all teamen interested to improve their quality. My duty to the American Republic requires that I should make the facts concerning the Amoy Teas known to the U.S. Government. This I have already done, to some extent; and I shall this season advise the U.S. Government that a large per-centage of Amoy Oolongs, owing to careless handling, frauds, dirt, and adulterations, should be refused admission by the Customs authorities in the United States, and that all Amoy Oolongs be rigidly inspected with a view to the exclusion of bad Teas. I circulate this that the Foreign and Native Tea merchants may know in advance what to expect, hoping by this means to secure you from losses, which careless buying and shipping of such low-grade Teas may result in, unless more care is taken by those interested in improving the quality and preventing frauds and adulterations, which, if persisted in, should speedily close the only remaining market left open to Amoy Oolongs."

The prophecy was fulfilled, and the inevitable took place; and this valuable trade has, it is feared, been irretrievably lost, through the culpable neglect of the growers to maintain the fertility of the soil, careless picking, and generally dirty preparation. The final blow was administered by the United States Congress when the Adulteration Act of 1897 fixed on a

standard for Amoy Teas. In 1872 the export amounted to 83,177 piculs, of which 64,220 piculs were for the United States; in 1892 it fell to 27,036 piculs—16,500 piculs to the United States; and in 1901 the total export was 7,017 piculs—all, save 29 piculs to the United States, for Native consumption in the Straits Settlements.

The number of vessels entered and cleared from the port shows very little variation during the last two decennial periods. As compared with the last year of the preceding decade, the tonnage is somewhat greater in 1901 and the number of vessels smaller—showing that steamers of larger carrying capacity have been employed. Sailing vessels are gradually disappearing.

VESSELS ENTERED AND CLEARED, 1891 AND 1901.

	1891.			1901.		
	No.	Tons.	Per-centage.	No.	Tons.	Per-centage.
Steamers.....	1,686	1,576,831	95.03	1,700	1,791,366	99.61
Sailing vessels.....	181	82,381	4.97	33	7,091	0.39
TOTAL.....	1,867	1,659,212	100.00	1,733	1,798,457	100.00

The total value of Imports and Exports advanced from *Hk.Tta* 14,668,847 during 1892 to *Hk.Tta* 18,543,704 in 1901. The figures for the year 1899, viz., *Hk.Tta* 20,879,654, were the highest on record.

The value of "Foreign Goods conveyed to the Interior" was nearly three times that of 1892, and merchants apparently were satisfied that, in this district and province, these documents were properly honoured and no other Dues demanded. 4,165 Passes were taken out in 1901, against 1,245 in 1892. The Outward Transit trade, "Native Produce brought from the Interior," has shown no sign of development.

The Native passenger traffic continues year by year to increase. The largest number of immigrants—113,600—returned to the port in 1895, and the annual average for the 10 years has been 84,000 inwards and 65,700 outwards.

(c.) REVENUE.—The Revenue shows far from satisfactory results, and with the exception of the years 1896 and 1897, when a slight recovery was shown, there has been a steady decrease. The total collection in 1892 was *Hk.Tta* 978,186, whilst that of 1901 was *Hk.Tta* 690,549. The shortages were in Export, Opium, Tonnage Dues, and Opium Likin, whilst Duties on Foreign goods imported, Coast Trade, and more especially Inward Transit, have advanced. Nearly half of our total Revenue is derived from Dues and Duties on Opium; so that when we come to consider that the trade in the Foreign drug is 49 per cent. less than it was 10 years ago, and that the export of Tea has fallen away by over 20,000 piculs during the same period, and that nothing of importance has taken its place, the prospect of Amoy remaining an important Revenue-collecting port is highly problematical. The effective 5 per cent. Tariff which was inaugurated under the Peace Protocol did not have time to make itself felt up to the end of 1901. Indeed,

goods had been rushed in before that date, in order to benefit by the old Tariff. This, of course, caused dullness of trade afterwards; so that, if anything, the Revenue fell away, rather than increased, towards the end of the year.

With the exception of the year 1893, Transit shows a steady upward tendency, advancing from *Hk.Ta* 17,606 in 1892 to *Hk.Ta* 27,152 in 1901. Kerosene Oil is, no doubt, largely responsible for this growth. 1886 was the first year in which this Oil was sent inland, and then only 2,000 gallons were despatched; it has advanced to 1,156,505 gallons during 1901. There are four Oil-tank boats, having a total capacity of 16,960 gallons, into which the Oil is pumped and conveyed up country. The Outward Transit trade is unimportant, and we are not likely, with the present regulations in force, and as long as the Native Customs tariff is about the same as ours, to see any improvement in this branch of Revenue.

The following table shows the total Dues and Duties collected each year during the period under review:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
<i>Hk.Ta</i> 978,186	<i>Hk.Ta</i> 909,351	<i>Hk.Ta</i> 797,155	<i>Hk.Ta</i> 701,150	<i>Hk.Ta</i> 936,639	<i>Hk.Ta</i> 893,672	<i>Hk.Ta</i> 829,725	<i>Hk.Ta</i> 765,770	<i>Hk.Ta</i> 665,830	<i>Hk.Ta</i> 690,549

(d.) OPIUM.—The following table shows the quantity of Foreign Opium disposed of each year during the decade and the average prices obtained for the various kinds (Duty and Likin paid included):—

YEAR.	MALWA.		PATNA.		BENARES.		PERSIAN.		TOTAL QUANTITY.
	Quantity.	Average Price per Picul.	Quantity.	Average Price per Picul.	Quantity.	Average Price per Picul.	Quantity.	Average Price per Picul.	
	<i>Piculs.</i>	<i>Hk.Ta</i>	<i>Piculs.</i>	<i>Hk.Ta</i>	<i>Piculs.</i>	<i>Hk.Ta</i>	<i>Piculs.</i>	<i>Hk.Ta</i>	<i>Piculs.</i>
1892.....	163	472	232	448	3,204	414	1,445	377	5,044
1893.....	139	486	87	425	2,926	428	1,414	443	4,566
1894.....	126	552	77	482	2,511	490	459	552	3,173
1895.....	99	590	11	527	1,955	531	361	650	2,426
1896.....	75	579	239	512	1,538	520	1,966	545	3,818
1897.....	63	631	39	489	2,223	498	1,981	528	4,306
1898.....	60	644	5	510	2,600	538	1,065	578	3,790
1899.....	81	635	58	554	2,506	583	340	609	2,985
1900.....	81	711	12	658	2,279	652	86	695	2,458
1901.....	94	682	97	636	2,300	652	65	655	2,556

The number of opium-smokers has become larger than ever, in spite of the increased sale of so-called anti-opium medicines, and the morphia habit has made continued progress. The number of shops advertising morphia pills for the cure of the habit of opium-smoking, both here and in the interior, has increased. These pills are more injurious than Opium, and being cheaper, and in a form more convenient for use, enable a larger number of the Natives

to indulge in this pernicious habit. The average price per ounce of Morphia is *Hk.Ta* 1.75. The import of Morphia during the decade has been approximately as follows:—

	Ounces.		Ounces.
1892	1,000	1897	9,103
1893	2,632	1898	11,774
1894	5,188	1899	16,629
1895	4,471	1900	16,776
1896	5,002	1901	12,431

I am indebted to Dr. OTTE, of the Dutch Reformed Church Mission of America, and physician to the Hope Hospital on Kulangsu, for the following remarks on Morphia; the fact that this gentleman has been for some years resident in this part of the country, and has taken more than usual interest in the Opium-Morphia question, makes his remarks more valuable:—

"During 1891 460 ounces of Morphia were imported into Amoy; during 1900 the amount was 16,776 ounces, or thirty-six times as much as that of nine years ago. The quantity of Morphia imported in 1899 was nearly three and one-half times greater than that in 1895, while the total of Foreign Medicines imported in 1899, as compared with 1895, increased only a little more than 31 per cent. We can therefore come to but one conclusion, viz., that Morphia is used as a substitute for Opium. Experience and observation bear out this statement. At present, so large a proportion of the Morphia imported is used in this way that the small amount not so used becomes almost a negligible quantity.

"It is interesting to note that while, at present, Amoy ranks as twelfth among the ports in the amount of all its Imports, it is second in the amount of Morphia imported; Shanghai alone of all the ports imports a larger quantity. When we consider that Shanghai is the *entrepôt* for a very large portion of China, while Amoy only affects a very limited area, the relatively large amount of Morphia introduced through this port seems strange indeed. The probable reason for this is that, years ago, Foreign medical practitioners, not thoroughly appreciating the danger of what they were doing, taught their Chinese students the use of Morphia as a substitute for Opium while those addicted to the use of the latter drug were being cured of this vice. These students taught others, and thus an ever-increasing number of so-called practitioners of Western medicine became dispensers of Morphia. Scarcely any were cured by this method, while, on the other hand, many—finding that Morphia satisfied their cravings, that it was relatively cheaper than Opium, and that its use was more easily concealed—substituted the alkaloid for the original drug.

"At first, at least, the vast majority of these Native practitioners of Western medicine were Christians. Neither the Native church nor even some of their Foreign teachers realised the harm they were doing. The medical missionaries, on the other hand, realising the seriousness of the situation, took up the matter and began to fight it in the Native church courts. Some of the churches soon began to make laws against the sale of Morphia by their church members. Others, being influenced by the persistency with which some of the Natives upheld the use of Morphia for the cure of the Opium habit, found it more difficult to pass laws prohibiting its sale by their members. Finally, in the early part of 1900, all of the church courts supervising the churches in this part of the Fukkien province made a definite stand against the sale of

the drug by their members. It is the opinion of the writer that it is largely due to this fact that there was an increase of less than 1 per cent. in the importation of Morphia during 1900. The average increase for the three years before was about 33 per cent.; hence, the amount imported during the year 1900 ought to have been about 22,172 ounces, while in reality only 16,776 ounces were brought in. It is true that 1900 was not an average year, as there was a decrease of over 17 per cent. in the total Imports. Still, this does not account for the great difference between the amount of Morphia imported and what would have been imported had the normal rate of increase been maintained. The fact that while during the first six months of 1899 8,092 ounces were imported, 10,139 ounces in 1900, and only 8,667 ounces in 1901, seems to allow of the same conclusion, i.e., that the stand that the churches have taken against the sale of Morphia by their members has had a tendency to put a temporary check upon the increase in the importation of the drug.

"It is a sad fact, however, that others, not belonging to the Christian church, having learnt the use of Morphia as a substitute for Opium from their Christian neighbours, are each year importing an increasing proportion of this drug. It is to be feared, therefore, that unless the Customs take steps to limit, or prohibit, the importation of what has become a baneful drug, the rapid increase of former years will once more become the rule."

One of the principal causes of the decrease in the import of Foreign Opium is its high price. That which was worth *Hk.Ta* 400 per picul in 1892 realised *Hk.Ta* 600 to *Hk.Ta* 700 in 1901. A picul of Native Opium can be had now for *Hk.Ta* 360 to *Hk.Ta* 380—its value 10 years ago. The price of the Native article remains stationary and low, whilst that of the Foreign is continually rising. Prepared Opium is often sold as the Foreign drug when in reality it is only the Native, or a mixture of the two kinds.

The extended cultivation of Native Opium, and the growing taste for it, has also had much to do with the decline in the import of the Foreign product. The quantity of Native Opium arriving at Amoy by steamer from Shanghai, each year during the decade, and the average price (including Duty) of the different varieties, is given in the following table:—

YEAR.	YUNNAN.		SZECHWAN.		KIANGSU.		TOTAL QUANTITY.
	Quantity.	Average Price per Picul.	Quantity.	Average Price per Picul.	Quantity.	Average Price per Picul.	
	<i>Piculs.</i>	<i>Hk.Ta</i>	<i>Piculs.</i>	<i>Hk.Ta</i>	<i>Piculs.</i>	<i>Hk.Ta</i>	<i>Piculs.</i>
1892 and 1893.....	...	...	...	...	...	...	...
1894.....	35	407	22	346	...	...	57
1895.....	271	355	490	336	...	...	761
1896.....	232	359	625	324	30	337	887
1897.....	446	348	340	337	22	321	808
1898.....	843	360	165	357	21	340	1,029
1899.....	479	410	30	394	...	...	509
1900.....	1,225	373	241	358	...	...	1,466
1901.....	1,237	371	170	355	...	...	1,407

It is estimated that 4,000 piculs of Szechwan Opium arrive annually in this province by overland routes, and 500 piculs of the Wenchow product by junk.

Native Opium has been produced in the province of Fuhkien for centuries, but as an article for local consumption only, and it is only of recent years that the culture of the poppy has become one of any commercial importance. As soon as the Chefoo Convention of 1887 came into force, the cultivation of Native Opium commenced to increase, and in 1893 (the first year under careful observation) the yield was estimated at 1,460 piculs, in 1900 the figures had risen to 7,784 piculs, and the total for 1901 was over 8,000 piculs. The principal producing district is Tung-an (同安), which owes its present importance partly to the suitable nature of its soil, and partly to the independent spirit of its inhabitants, who for years successfully resisted all the efforts of the local officials to tax them. The cultivators are yearly improving the quality of the drug, and at present it excels that from any other province, yielding 10 per cent. more of the prepared article than the product of either Szechwan or Yunnan. As the cultivation of the poppy increases, it may safely be predicted that the import of the Foreign article will still further decrease. Some of the farmers have succeeded in obtaining two crops in the year; however, the second crop, gathered in the autumn, never yields as much as that of the spring, when more favourable weather prevails, and, although they have been heretofore successful, it is doubtful if the soil will stand this drain on its resources. The price of the Fuhkien product is now about *Hk.Ta* 370 per picul.

(e.) VALUE FLUCTUATIONS OF THE HAIKWAN TAEI.—As the fluctuations in the sterling value of the Haikwan tael are of especial interest, a table showing the sight rate on London for the last 20 years is appended:—

1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
s. d. 5 8½	s. d. 5 7½	s. d. 5 7	s. d. 5 3½	s. d. 5 0½	s. d. 4 10½	s. d. 4 8½	s. d. 4 8½	s. d. 5 2½	s. d. 4 8
1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
s. d. 4 4½	s. d. 3 11½	s. d. 3 2½	s. d. 3 3½	s. d. 3 4	s. d. 2 11½	s. d. 2 10½	s. d. 3 0½	s. d. 3 1½	s. d. 2 11½

During the same period the Haikwan tael exchanged for copper cash as follows:—

1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
Cash. 1,620	Cash. 1,608	Cash. 1,608	Cash. 1,597	Cash. 1,597	Cash. 1,575	Cash. 1,564	Cash. 1,552	Cash. 1,552	Cash. 1,537
1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Cash. 1,537	Cash. 1,525	Cash. 1,525	Cash. 1,515	Cash. 1,505	Cash. 1,505	Cash. 1,496	Cash. 1,484	Cash. 1,469	Cash. 1,460

The first table shows that, whilst silver fell by about 1s. during the first 10 years, a further decline of 1s. 9d. took place from the year 1891 to the year 1898—the lowest point reached; after that year a slight recovery set in. The cash value of the tael shows a steady decline, being only 1,460 cash in 1901, as against 1,620 cash in 1882—a fall of 10 per cent. In the previous Decennial Report it is remarked that “the dollar goes about as far in local purchases now as it did 10 years ago.” Since that was written things have changed very considerably, all the commodities of life, wages, etc., etc., being dearer by far than they were during the previous decade, and the purchasing power of the dollar has in many cases fallen to about one-half of what it used to be.

(f) NET VALUES OF IMPORTS AND EXPORTS.—Appended is a table showing the net value of goods arrived (*i.e.*, minus Import Duty and charges) and of goods departed (*i.e.*, plus Export Duty and charges) each year during the decade:—

YEAR.	IMPORTS: Value at Moment of Landing.	EXPORTS: Value at Moment of Shipment.	EXCESS OF IMPORTS OVER EXPORTS.
	<i>Hk. \$</i>	<i>Hk. \$</i>	<i>Hk. \$</i>
1892.....	7,034,299	2,590,223	4,444,076
1893.....	9,444,359	2,659,048	6,785,311
1894.....	8,828,642	3,047,135	5,781,507
1895.....	9,694,774	2,949,276	6,745,498
1896.....	8,891,727	3,256,757	5,634,970
1897.....	9,160,578	2,782,729	6,377,849
1898.....	9,603,746	2,616,482	6,987,264
1899.....	13,006,916	2,752,646	10,254,270
1900.....	10,728,286	2,197,563	8,530,723
1901.....	11,325,118	2,304,397	9,020,721

(g.) CHANGES IN REGARD TO POPULATION.—The majority of Natives, and not a few Foreigners, are inclined to believe that the population of Amoy and its adjacent districts has increased during the last 10 years by 15 per cent. It is held by those who advance this theory that in 1891 the population of the 18 districts, or *pao* (保), of Amoy and Kulangsu was 600,000, but that now there are some 700,000. As is well known, statements and statistics of the kind, in this country, are really little more than guesswork, and must be taken with the proverbial “grain of salt.” This supposed increase is attributed: firstly, to the influx of Formosan Chinese consequent on the Japanese occupation of that island; secondly, to the increased return of successful labourers from Manila and the Straits Settlements; and, thirdly, to the very large number of Natives who have come from the interior since the establishment of the steam-launch traffic—the comparatively cheap rates, safe and quick passages, etc., have tempted thousands to leave their homes (perhaps for the first time in their lives), which with the old method of travel they would never have thought of doing, and many of these, having found a better livelihood, have remained. On the other hand, some others estimate that the population of Amoy and district is about half of the above figures, and that the number of Natives has

decreased. Their reasons for this statement are: firstly, the decline of trade; secondly, the non-appearance of new industrial enterprises; and, thirdly, increased emigration and no increase in the immigration. They also estimate the deaths from plague at 4,000 to 6,000 per annum. The probability is that the population has increased; but 700,000 is an absurdly large figure, and 400,000 is probably more correct.

One of the results of the cession of Formosa to the Japanese was the naturalisation of Fuhkien Chinese as Japanese subjects. There are, at the moment of writing, 555 of these Japanese subjects in Amoy and district; and the total number of Formosan Chinese, now Japanese, who returned to the island during the past five years, and who are registered at the Japanese Consulate here, is 12,230. The increase amongst the true Japanese in the port is naturally large—three years ago there were 40, and at present there are about 200.

During the decade seven Foreign firms ceased to do business at the port, and five new ones opened houses. Towards the end of the period under review the Foreign mercantile community showed a slight decrease, but there was an increase amongst Protestant missionaries—10 years ago there were 47 of these missionaries, while at the present moment there are 74. The Roman Catholic priests have also increased by 50 per cent. Two French families, also, have been added to our community; and about 25 Filipinos have also made this port their temporary home.

(h.) ROAD IMPROVEMENTS, ETC.—The Rev. JOHN MACGOWAN, for many years honorary secretary of the Kulangsu Road Committee, has been good enough to supply me with the following remarks:—

“During the past 10 years the chief—and, in fact, the only—improvement in roads has been on the island of Kulangsu. The Chinese do not profess to be road-makers, and consequently leave that profession, as much as they possibly can, to nature. Thoroughfares that must of necessity be kept up are always more or less in a dilapidated state, and receive only such desultory repairs as will keep them from absolute disintegration. The result is that, in Amoy, the main streets and alleyways for the last 40 years, from our own personal knowledge, have remained about the same. The slabs of stone with which they are paved are laid unevenly, and without any respect for the comfort of those who use them; indeed, one might be led to suspect that the masons who constructed the roads were men of a grim kind of humour, and so placed these slabs that they should trip up the feet of the unwary and give them a fall. The drains that lie underneath are about as unsatisfactory as they possibly can be; the only flushing is done by the rains, and even their beneficent intent is frustrated by their being constantly blocked up. The foul and impure drainage, having no free course to get away, naturally cozes up through the spaces between the slabs into the streets, and renders them in wet weather a nuisance. This state of things gives a very sufficient reason for the widespread existence of bad smells. There are certain localities that they have invaded, and which they hold as though they had a freehold right to them. All unoccupied places, be they but a yard wide—mouths of drains, public cesspools, fronts of doors,—are ruthlessly seized upon by these conservative Chinese forces, and they at once set up establishments of their own that the people look upon with the utmost patience and forbearance. They are rarely disturbed, for the scavenger

and the duetman are unknown; and so the streets become brutalised, unsavoury, and inartistic, through the apathy of the Native.

"A very different state of things exists on Kulangsu. Foreign houses abound on it, and the Foreigner must have good roads. Several miles of such have been made, and special care is taken that they are kept in good order. His keen sense of the beautiful has caused him to plant trees along the sides of the roads, and these have given not only a sylvan air to the scenery, but have also helped to mitigate, by their shade and by the breezes that wander around them, the extreme heat of the summer months.

"In Amoy the police are conspicuous by their absence. The Chinese are a law-abiding people, and to have a body of men patrolling the streets, where no one dreams of disturbing the peace, would appear to them to be a huge joke. That mysterious sense of responsibility that everyone has to someone outside of himself is quite sufficient to keep rowdiness and theft and disorder from openly flaunting themselves in the face of the public.

"In Kulangsu things are different. There the Foreign residents are somewhat numerous, and, as they have large ideas of personal freedom, the Chinese who are associated with them, as tradesmen or servants, are apt to trade upon their connexion with them to carry out practices that they would never dare to attempt were they under the full control of their own officials. It is an undoubted fact that wherever there is a considerable collection of Foreigners in any place the lawlessness of that locality will before long increase. The reason for this is obvious. If the Chinese misbehave themselves, the officials hesitate to have them seized and punished, lest they should come into collision with the Foreigners, who are either their masters or who profess to have taken them under their protection. They might unwittingly be violating some article of the Treaties with Foreign Powers, and be subject to censure, or even dismissal, by their superior authorities, to whom the case might be referred. The officials who had charge of Kulangsu felt the difficulty of the situation. A strange element had come in that they could not control. Their own people were outside of the grip that they had upon those where no such constraint existed. In this dilemma they thought that the establishment of a police force, such as they had read of in Hongkong or in Shanghai, would meet the emergency. They had a vague and general idea that it would be able to control the unruly, and, in an undefined kind of way, be able to keep the island in perfect order. At first the new body of police seemed to be a very respectable force. The men were sturdy fellows, and in their new uniforms, spick and span from the tailor, they seemed as though they would be a real addition to the forces of order on the island. They were evidently impressed with a sense of the responsibility of the position they occupied; they moved about on their beat with a kind of soldierly air, and when they met a Foreigner they saluted in military fashion. Still, they were an anomaly; and the question arose, 'Whom did they protect?' Not the Foreigners, certainly; and as surely it was not the Chinese. They had no authority to enter a single Foreign house, and they did not dare to arrest any Chinaman that professed to be associated, even in a loose way, with any Foreign resident, lest they should get into trouble. By and by the enthusiasm of this force began to wane, and it has now degenerated into a perfectly useless and ineffective body."

(i.) CHANGES IN WATER APPROACHES.—No perceptible changes have to be recorded in the water approaches, and no dredging has been found necessary.

The western channel of the southern entrance to the harbour has been practically closed to navigation, since 1896, by the discovery of a rock, situated between West Coker and West Brown's Rocks Buoys, with 11 feet on it at low water. The Coast Inspector verified the position of this rock in person, and decided that the danger did not require marking. The rock is charted on the British Admiralty plan of Amoy Inner Harbour.

During January 1896 the German battleship *Kaiser*, entering the eastern channel of the southern entrance, touched a rock, situated nearly midway between East Coker and East Brown's Rocks Buoy, with 20 feet on it at low water. This danger was promptly buoyed.

(j.) AIDS TO NAVIGATION.—Only one light—Waglan—was added, during the 10 years under review, to those already existing in the southern section. It was first exhibited on the 9th May 1893. The illuminating apparatus is revolving, dioptric, of the first order. As a result of the cession of the territory behind Kowloon to the British Government, the light was transferred to the Hongkong colonial authorities on the 1st March 1901.

In consequence of the war between China and Japan, the Formosan lights under the control of this office were discontinued on the 4th and 9th August 1894, and were eventually handed over to the Japanese Government on the 26th March and 17th August 1895 respectively.

Middle Dog, Turnabout, Chapel Island, and Lamocks Lights were, in June 1899, converted from vegetable oil to mineral oil consuming lights, so that one illuminant only is now used throughout this section. The characteristics of Turnabout and Lamocks were also changed at the same time from fixed to occulting lights.

New guns, of a heavier calibre than those hitherto in use, were supplied during 1899 to Middle Dog, Turnabout, Ockseu, and Lamocks, thus rendering the fog signals from these stations more effective.

Isolated oil-rooms were built at Chapel Island and Lamocks, and powder magazines at Middle Dog, Ockseu, and Lamocks, during the last three years. These buildings are of an approved type, and it is proposed to erect similar structures gradually at all stations of this section.

The damage caused by storms, etc., to stations has, considering their exposed position, been comparatively slight. Ockseu tower was struck by lightning on the night of the 23rd June 1896, but the damage done was trifling. The only serious experience was at Turnabout, which was struck by a typhoon on the 29th August 1898. The Foreign and Native quarters were completely unroofed, and the eastern and western compound walls levelled to the ground. The staff were compelled to take refuge in the tower.

The health of the Lights staff has been very good, there having been very little serious illness, and only one case which terminated fatally—that of a Lightkeeper (Foreign) who died of dysentery, on the 3rd October 1899, before medical assistance could reach him. The Foreign and Native staff at Turnabout suffered from an epidemic of measles in April 1901, but all made satisfactory recoveries—as did also another Foreign Lightkeeper, who developed typhoid fever at Lamocks, after eight months continuous residence at the station.

(k.) UNHAPPY OCCURRENCES.—Several cases of more or less serious accidents to shipping have to be recorded, the total loss of the P. & O. s.s. *Bokhara*, on the 10th October 1892, being the most disastrous. The *Bokhara* was proceeding down the Formosa Channel, bound from Shanghai to Hongkong, with the homeward mails. She met with typhoon weather and heavy seas, which put out her fires, rendering her helpless. She drifted on until she struck Sand Island, one of the Pescadore group, and sank almost immediately. There were only 23 survivors—seven Europeans and 16 Lascars. Some treasure, to the amount of about £100,000, was salvaged from the wreck by the tug-boat *Samson*, and was brought to Amoy.

On the 9th October, during the same typhoon, the Norwegian s.s. *Normand* became a total wreck on Tortoise Rock, Pescadores. The only two survivors were conveyed to Amoy from Tainan by the s.s. *Thales*.

On the 4th March 1894 the British three-masted schooner *Cape City*, bound from Chefoo to Amoy, went ashore near Chin-mo (深灣), about 15 miles north of Dodd Island. She, too, became a total wreck, and the captain, supercargo, carpenter, and boy were drowned. The first and second mates, with six Chinese sailors, arrived at Amoy by junk on the 7th March.

On the 5th January 1896 the German ironclad *Kaiser* struck a rock, whilst entering the harbour, and returned to Hongkong the following day for repairs. The obstruction was not located until the day after, when, by sweeping the bottom with chains, a sunken rock—situated in the channel, about 1½ cables to the north of Coker Rocks East Buoy—was found by one of the *Kaiser's* boats. This rock has 20 feet of water on it at the lowest spring tides. Subsequent soundings by the Harbour Master resulted in the discovery of another rock, about 35 feet west of the former, having only 14 feet of water on it at lowest spring tides.

On the 10th March 1896 the officers and crew—24 in all—of the British s.s. *Humber*, wrecked on Sand Island, Pescadores, on the 2nd, arrived in H.B.M.S. *Plover*. A Naval Court of Inquiry as to the causes which led to the wreck was held at the British Consulate on the day following. The Court found that the disaster was occasioned by the master relying on an inaccurate chart, but at the same time considered that he steered, imprudently, too near to the rocks. The certificates of the master and first and second officers were returned to them.

On the 21st January 1901 the Japanese s.s. *Tamsui Maru*, bound from Tamsui to this port, stranded on Quemoy Island, during a dense fog, and became a total wreck. No lives, however, were lost.

Dr. OTTE, of the Dutch Reformed Church Mission of America, has kindly supplied me with the following information:—"Plague has been prevalent in Amoy since 1895, but no reliable proof can be found that it visited this place before that year. Chinese history, however, records a very fatal epidemic some 300 years ago, and it is enposed that this was bubonic plague. It is impossible to obtain accurate statistics of the number of deaths which have occurred from this disease in Amoy since its inception. Dr. TAN THIEN-UN, a very close observer, estimates the number of deaths from plague each year as over 6,000. He also estimates the population of Amoy at 300,000. This would give us 2 per cent. per annum, which is, I think, too low an estimate. That Dr. TAN's estimate is not exaggerated is proven by the absolutely accurate

statistics which I have of the number of deaths from plague amongst our Christians and adherents in the Tung-an (同安) district. Of the 300 church members, living in dozens of villages, 63, or 21 per cent., have died from plague in seven years. From these figures we can get a fair idea of the number of deaths from the disease in the Ch'uan-chow (泉州) and Changchow (漳州) prefectures during the years it has prevailed there. Plague seems, perhaps, to have claimed more victims in 1897 than in any other year—deaths from this cause amounting in July of that year to 40 or 50 daily, as far as could be computed by taking count of the number of coffins made, and allowing for death from ordinary disease. Cholera, too, it may be said, visits the port every year, and in 1898 it was so bad that it was feared it would become epidemic."

On the 28th March 1893 a squall swept over the port, upsetting several passenger-boats and damaging a cargo-boat in the harbour. One life is reported to have been lost.

On the 11th September 1893 a typhoon passed over the port, and a great deal of damage was done to the roads and foreshore on Kulangsu. The tide rose so high at the time that the water was 3 feet above the Bund level on the Amoy side of the harbour. A large quantity of tea and general cargo was damaged, by the water entering the godowns, and the total damage done was estimated by the Chinese merchants to amount to \$100,000. The lowest point touched by the barometer was 29.44. The storm and high tide caused general devastation in the Chinchew and Changchow prefectures, more especially at Hai-ch'eng (海澄), where the river embankment was broken away, many houses destroyed and lives lost, and a large number of Natives rendered homeless.

On the 19th September 1895 a strong gale set in from the north-east. Heavy rain accompanied it; and at noon the tide rose to the exceptional height of 22 feet, doing considerable damage.

On the 29th August 1898 a typhoon passed over Turnabout and Middle Dog Light-stations, unroofing dwellings and outhouses, but, fortunately, leaving the lights intact.

On the 25th April 1901 the island of Kulangsu was swept by a cyclonic squall, and a great deal of damage was done to property generally. The force of the wind has been variously estimated—the lowest placing it at 12, which represents a hurricane.

Despite the proximity of the port to Formosa, earthquakes seem to be of quite rare occurrence. During the decade only one shock—but that a severe one—was felt, on the 22nd April 1892. It lasted about 30 seconds, and apparently was travelling from east to west. No damage, however, was done.

In the An-hsi (安溪) and Tung-an (同安) districts much damage to life and property was caused by excessive rains in June 1894. The old bridge in the town of Tung-an was destroyed by the force of the river current, and a large number of lives were lost there.

(L.) VISITS OF DISTINGUISHED PERSONAGES.—On the 29th November 1898 Rear-Admiral Prince HENRY of Prussia arrived, in the German battleship *Deutschland*, from Woosung. On the following day the Prince was entertained at a dinner given by Admiral YANG CH'Y-CH'EN (楊岐珍), at his yamen in the city, to which the Consuls of all nations represented here, as well as the Commissioner of Customs and the Taotai KUAN YUAN-SHAN (管元善), were invited.

(m.) HIGH LITERARY DEGREES WON BY NATIVES.—None of the highest degrees—*chuang-yüan* (狀元), *pang-yen* (榜眼), and *tan-hua* (探花)—were won by natives of Fuhkien during the period under review. 86 *chin-shih* (進士) and 28 *han-lin* (翰林) degrees were taken by scholars of this province.

(n.) LITERARY MOVEMENTS IN THE DISTRICT.—In 1898 the Prefect of Ch'ian-chou (泉州) founded the Ch'ung Ch'eng Library (崇正書院) in that city. Only those who held the degree of *chü-jên* (舉人) or *kung-shêng* (貢生) were admitted.

The Po Wên Library (博聞書院) at Amoy has been enlarged during the decade, and arrangements made to supply it with more books and papers, etc.

In 1898 the Ta'ang Chiang Library (滄江書院) was established at Hai-ts'ang (海滄), by a provincial graduate named CH'EN PING-HUANG (陳炳煊), who gave a handsome donation for its support.

(o.) ESTIMATES AS TO POPULATION, EDUCATION, ETC.—In the previous Decennial Report the population of the province of Fuhkien was given as 8,000,000; now I am told it must be nearer 10,000,000. However, as is well known, accurate statistics are quite unobtainable, and these figures are little more than guesswork.

Generally speaking, the 10 years under review cannot be said to be marked by any very special development as regards population; but the same cannot be said with regard to education. There is doubt in the minds of some as to whether giving a certain class of Native a smattering of an English education is really beneficial or not, as it has a tendency to take youths out of their natural element. The class of people who are small shopkeepers and such-like, and whose sons years ago would go out into domestic service, are now too good to undertake such menial work, and want to be "gentlemen." Many make excellent clerks; but is it not possible that many others, by "a little learning," are spoiled for their natural walk in life?

To Mr. WEED, the superintendent of the T'ung Wên Institute, I am indebted for the following remarks regarding that institution:—

"The T'ung Wên Institute (同文書院) was organised in March 1898, by six wealthy Chinese merchants, assisted by the United States Consul. The institution is purely secular, and its objects are to give a thorough knowledge of English—to prepare young men for a business career—and to give a foundation for a thorough Western education. The management of the property is vested in a board of trustees, which shall consist of not more than nine Chinese and not more than four Foreigners. . . . The American Consul and the Commissioner of Imperial Maritime Customs at Amoy shall be, *ex officio*, together with the superintendent of the institute, respectively chairman, vice-chairman, and secretary, and members of the board of trustees. The internal government of the school is vested in the superintendent and his assistants. All Foreign teachers are elected by the Foreign members of the board, and other employes are appointed by the superintendent. The support of the school is derived from the tuition fees, certain fees allowed by the Taotai, private subscriptions, and interest on the school funds. Two courses of study are provided: the grammar course, of five years, providing instruction in reading, dictation, composition, conversation, arithmetic, geography, and

penmanship, in English, and reading and writing in the local dialect; the advanced course, of two years, in addition to the above, offers elementary instruction in history, English literature, physiology, astronomy, physical geography, geology, physics, algebra, geometry, and the mandarin dialect in Chinese. Eight teachers are employed for the English branches—two Foreign and six Chinese, one of the latter for the local dialect, and one for mandarin. The school was organised with 41 pupils. The total attendance for the year 1898 was 129; for 1899, 180; for 1900, 201; and for 1901, 253. The pupils are drawn from the upper and middle classes, and principally from families engaged in Foreign trade. The students are all from 9 to 30 years of age. A tuition fee of \$22 per annum is charged; and boarding-house and dormitory provide board at from \$3 to \$4.50 and sleeping accommodation at from 25 to 50 cents a month."

I have also to thank Mr. H. F. RANKIN, principal of the Anglo-Chinese College (華英書院), for the following information regarding that institution:—

"The college is situated on the island of Kulangsu, and the buildings and grounds are magnificently adapted for their present purpose. It is open to Chinese residential and day students, of all classes and sects, and there are at present in daily attendance 106 boys—half of that number being boarders. The fee for education alone is fixed at \$24 per annum, or \$12 per term. The work was begun, in an unpretentious way, in the year 1898, by the members of the London Mission, as the result of a demand for instruction in English and education along Western lines. Great credit is due to the members of this society for their initiative in this matter, as otherwise there might still be wanting the grand advantages—even from the Chinese point of view—supplied in this and other educational institutions, all of which are the result, I believe, of their noble enterprise. In the year 1900 it was decided that Dr. BARBOUR, of Bongskeid, Scotland, who was until that time liberally supporting educational work in Singapore, should transfer his interest in the work to the Amoy region. He immediately handed over the work in Singapore to another body, and, through the medium and strong support of the English Presbyterian Mission, he kindly agreed to bear the chief part of the expenses in connexion with the purchase of land and buildings and the carrying on of the work. Two certificated and university-trained teachers were sent out from Edinburgh, to take up the active part of the work, and at present there are three European teachers and a large and strong staff of Chinese, together with an auxiliary staff for special subjects. From these remarks it will be seen that the institution is greatly changed in character, though not in principle. Although still in its infancy, it is already, as regards teaching staff, accommodation, and subjects taught, on quite as firm a basis as any institution in China. There is an elementary course, a commercial course, and a science course. The commercial course consists of letter-writing, shorthand, typewriting, book-keeping, and conversation on political economy and commerce; the science course comprises chemistry, astronomy, natural science, mathematics, education, and psychology. The students are also taught music, physical drill, and fencing exercises. The authorities of the college are thus endeavouring to establish, in South China, a centre of enlightenment and culture, where young men can be carefully attended to and educated along the lines of Western thought and principles, and according to British methods, with the Christian ideal clearly in view as the chief aim, and institutions such as the colleges of Lovedale and Madras as brilliant examples."

The Eastern Asia, or Tung Ya, College (東亞書院) was opened, with considerable ceremony, on the 15th March 1900. The primary object of this establishment was to teach the Japanese language to the children of naturalised Japanese subjects, who number about 3,000 in Amoy. The idea was originally conceived by some wealthy and ambitious Chinese pro-Japanese residents here, who were anxious to ingratiate themselves with the Formosan authorities. There is little doubt that the promoters of this plausible scheme had purposes entirely separate from that of furthering education in view. However, the scheme itself was good; and it was about this time that the policy of the Formosan government towards the Chinese was undergoing a marked change, and this educational scheme had a tendency to mitigate the hostile feeling existing at the time between the two peoples. The proposal was warmly welcomed by the Japanese in Formosa, and especially by Dr. GOTO, Chief of the Administrative Department there. Voluntary subscriptions soon came in from all parts of Japan. Baron KODAMA, the Governor General of Formosa, headed the list with 10,000 yen. The total sum collected was about 50,000 yen, of which about 7,000 yen was obtained from Chinese. At first the school was managed by a board of directors consisting of six Chinese and six Japanese gentlemen of standing. The Japanese Consul of the port was made honorary superintendent of the school, with Dr. NEGASÉ, a graduate of Berlin University, as principal. The school started with 50 students, and great things were expected of it. These expectations, however, were short-lived, as, soon after the opening of the school, discord sprang up amongst the Chinese and Japanese directors, regarding the management, etc. The result was that the school came very near closing; but it was eventually arranged that the Japanese directors should be dispensed with, and the institution is now working very satisfactorily, with about 130 students. The annual expenditure is about 7,000 yen, chiefly raised by subscriptions. There are one European, three Japanese, and two Chinese teachers.

Other than these three above-mentioned educational establishments, there are many missionary schools. The Rev. Mr. SADLER, of the London Mission, has kindly supplied me with the following on "normal schools":—"This term is used to mean schools for training teachers to teach others. Some three years ago, when the great movements of the Emperor of this country were initiated, a strong conviction possessed the minds of many that the need for training teachers to teach the new learning in national schools was real and deep. Arrangements were set on foot for starting such training. Again and again it has been wished that the Anglo-Chinese schools in existence might tend in that direction. No sufficient method has yet been adopted; but it is a matter of history that the sense of need has been intensified of late, since Imperial Edicts have insisted on the abolition of the old system of education and establishing schools for training men in useful knowledge, and the feeling of desire for normal schools has become stronger and stronger. A Chinese gentleman came to me pleading for help in the matter, and urgently put the case thus:—"At present the demand for these normal schools is very great, whereas formerly, even if men were paid to enter such schools, they would have refused; now they are willing to pay to enter. Supposing that, in Amoy, a hundred bright scholars were selected and put under such training; the cost need not be more than \$1,000 annually. These scholars could then take degrees in all kinds of useful knowledge, and be prepared for employment in national schools." There is also this point of encouragement: supposing that the spirit of

self-help increases amongst the Chinese, some Westerners might then be inspired to send out some capable men willing to volunteer to teach in these schools, and not leave the pupils to the mercy of Native teachers of English." It is noteworthy that for many years the Foreign community have subscribed liberally towards the London Mission schools, and without such aid these schools could not have existed, the fees of the scholars being quite inadequate for the provision of teachers, so that the schools may be called free.

Those who can read and write are chiefly the inhabitants of the Treaty ports and their neighbourhood. The few women who can boast of any education are mostly converts to Christianity of some denomination or other. The very poor, of both sexes, cannot afford either the few necessary cash for a simple education or even the time, when, from their earliest childhood, they have to begin a life of toil with such work as grass-cutting, etc.; as they grow older they are needed to assist on the farms, or they become peddlers or carriers—little more than beasts of burden. Thus, the per-centage of those who are educated of these classes—and it is these classes who really form the population—is very small. It is said that in some parts of the country one may travel 100 *li* (33 miles) and not meet more than one or two persons who have any education at all. A Native estimate is that 1 per cent. of the inhabitants can compose well, 9 per cent. can conduct commercial correspondence, 30 per cent. can read a little, and 60 per cent. cannot read at all. The same authority computes that only one woman in a thousand is more or less educated.

The number of *hsiu-tsai* (秀才) allowed to the Fuhkien province at each examination is 1,304, and that allowed to this district is 32. The examination is held in alternate years. The number of provincial graduates—*chü-jén* (舉人)—allowed to the province at each triennial examination is 98; previous to 1895, when the island of Formosa was ceded to Japan, the number was 103, but after the cession this figure was reduced by 5. Should an Imperial marriage or some such auspicious event take place, an extra examination (恩科) for *chü-jén* is granted—as in 1893, on the celebration of the 60th birthday of Her Majesty the Empress Dowager.

(p.) PHYSICAL CHARACTER AND PRODUCTS OF DISTRICT.—There is nothing to add to the previous Decennial Report as to the physical character of the district.

In addition to the principal products already mentioned, the following are, perhaps, worthy of note: salt, sweet potatoes, and camphor. Salt is produced all along the entire coast of Fuhkien and the adjacent islands, and the annual production of the southern portion is estimated at 249,000 piculs. As far as is known, no salt mines or brine wells exist in the province, and all the salt is produced from sea water evaporation.

Sweet potatoes (*Ipomoea fastigiata*, ROXB.), when sliced and dried, are largely used by the poor for food, and also exported to Manila and the Straits Settlements.

One would think that, located by the sea as Amoy is, there would be a trade in salt fish here; but it is not so. The trade is an import one, chiefly from Hongkong and the South—from whence 27,320 piculs were imported in 1900, and 4,064 piculs from the North,—the natives seemingly not understanding the art of curing fish.

Coal and iron are found, in certain quantities, in many places. So far, the quality is very inferior, the metal obtained being only surface production; but as soon as the engineer gets to work, and mines are opened in a scientific manner, no doubt we shall see great developments in this district.

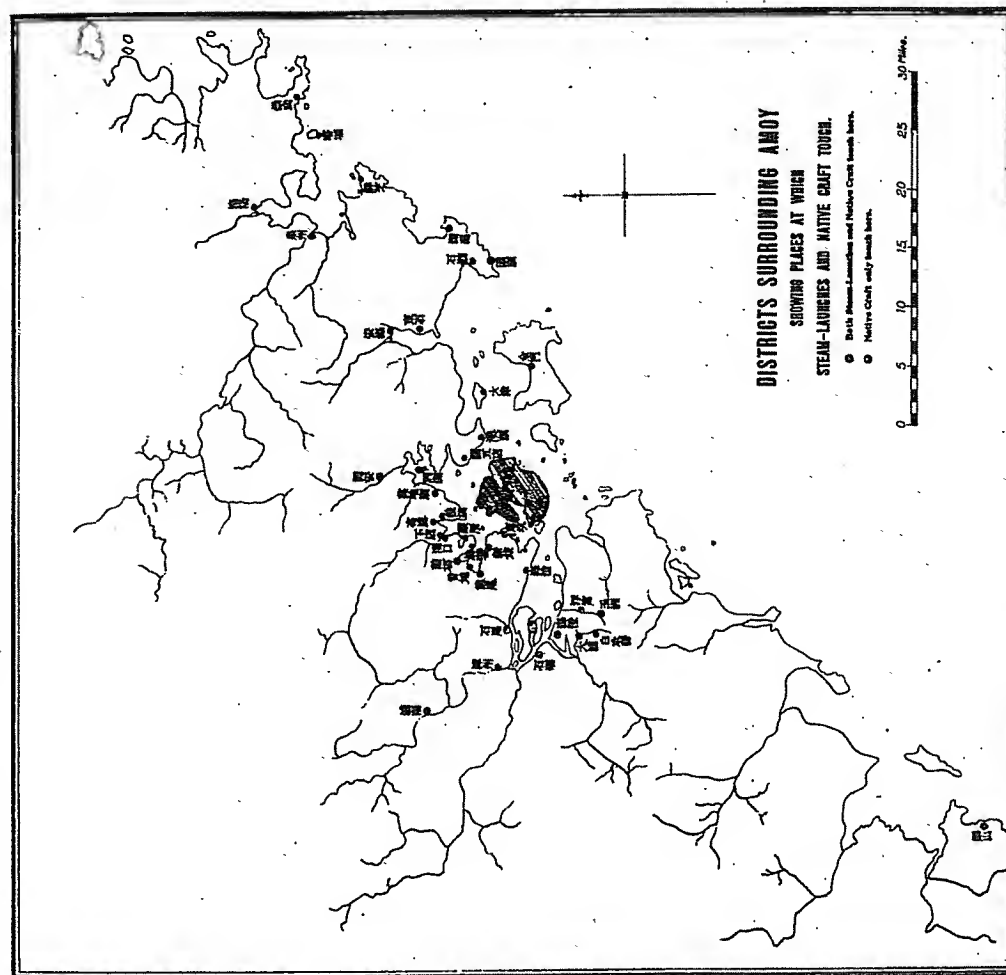
The cultivation and production of Native opium, which has made such enormous strides during the past decade, is touched upon in another part of this Report.

Campbor, although in its infancy, will possibly in time claim a place in our trade. The working of this commodity, in the whole of the Fuhkien province, has been undertaken by an Expectant Taotai named LIN CHAO-TUNG (林朝棟), who was resident in Formosa prior to the cession of that island to the Japanese. By his agreement he has had to lodge a deposit of Ta. 6,000 with the government, on the understanding that he alone has the right to collect camphor from the manufacturer for export. He also provides competent manufacturers from Formosa to teach the people the way to make camphor. Large numbers of camphor trees are found in the prefectures of Chien-ning (建寧), Lung-yen (龍巖), Yung-ch'un (永春), Hsing-hua (興化), and Changchow (漳州). A tax (防費) of \$5 per picul is levied by the provincial government.

The roads in the district are altogether unfit for carts of any kind, and animals are expensive—man, therefore, is the beast of burden still. Steam-launches of light draught may help the transport question in these parts; but all the rivers are extremely shallow.

(g.) NATIVE SHIPPING.—The Native Customs (常關), under whose management all Native shipping came, was transferred to the supervision and control of this office on the 11th November 1901. Although this Ch'ang Kuan and its sub-stations were so near our doors, very little was really known of its working. Indeed, although there was much less friction caused by the transfer than was expected, it was not found an easy matter, even when we did get hold of the work, to get to the bottom of the ways peculiar to the Native in the so-called management of such an establishment. Suffice it to say that the staff was proportionately enormous for the work required, and that the better the collection was, after a certain amount had been remitted to the provincial authorities, the more there was to divide amongst the employés. Of course, this was soon put a stop to, and those of the staff who were retained were put on a fair monthly wage. There is still much room for improvement, and thorough reorganisation is the only way to make it an honest and successful Revenue-collecting office. It is difficult to state the actual collection prior to our assumption of control, but it was estimated at about Hk. Ta. 26,000 per annum. However, since we assumed charge, and up to the moment of writing, a handsome increase is shown, and there is little doubt that, in spite of the general decline in the junk trade, with a further reduction of staff, complete reorganisation, and honest management, additional beneficial results can be obtained.

The sea-going junk trade has steadily decreased, and is slowly dying out. This is, no doubt, largely due to the better facilities offered by the steamer companies, enabling merchants not only to effect insurance on their goods, but to deal with their constituents on time bargains. Again, when Formosa was handed over to the Japanese, in 1895, many smaller junks were retained on the island coast to feed the newly-established steamer lines—this, too, has been



another cause of the shrinkage in this trade. The number of these sea-going junks entering the port in 1892 was 206, with a carrying capacity of 149,010 piculs, against 108 vessels, with a capacity of 85,321 piculs in 1901.

With reference to the names of the four varieties of junks mentioned in the last Decennial Report, the characters themselves convey little meaning to the reader, but locally are understood to mean as follows: *hsiang-chih-pei* (祥芝北), trade only to Formosa; *ta-pei* (大北), trade to Chafoo, Newchwang, and Tientsin; *hsiao-pei* (小北), trade to Wenchow, Ningpo, and Shanghai; *po-tzu* (駁仔), trade to Namoa Island, Swatow, and Hongkong.

No form of insurance for junks exists, and I find it impossible to obtain any information regarding the amount of capital represented by Native shipping, or as to profit or loss on voyages.

About 3,000 inland-waters junks clear from the port annually, with an estimated carrying capacity of 1,340,000 piculs. Almost the whole of the passenger traffic has been absorbed by the steam-launches, with the exception of some passengers who find it necessary to travel with their market produce between this and the inland towns. There is little doubt that when steam-launches are permitted to carry cargo of any sort, the junk trade will suffer even more than it does now. A chart showing the surrounding districts to which junks and steam-launches trade from here is appended.

(7.) NATIVE BANKING AGENCIES, ETC.—In addition to what has already been said in the previous Decennial Report, there is little to add. The interest on money placed on deposit in the local banks is 6 to 8 per mille per month. Up to the year 1896 a depositor could obtain his interest monthly, but after that year only annually. The banks have no branches in Shanghai or other northern ports, yet merchants go to them and ask for drafts when they have to remit money to those places. In this case the banks obtain drafts from merchants who have accounts in the North, and then pass these on to those requiring them. For this very simple transaction they charge a commission of 1½ to 2 per mille, and, it is said, make a good deal of money by it. During the 10 years under review 33 different banks existed at one time or another, but of these 11 became bankrupt, so that in 1901 there were only 22 remaining.

The market price for Japanese dollars was $\text{¥}72.8$ to $\text{¥}73.3$ per \$100 in 1892, and changed but little until the summer of 1900, when it suddenly rose to $\text{¥}75.2$, in consequence of the anticipated occupation of Amoy by the Japanese. This high price ruled for several months, but after that the rate fell to its normal state.

(8.) NATIVE POSTAL AGENCIES, ETC.—There are 30 Native postal establishments registered at Amoy by the Imperial Chinese Postal Administration, which number includes the Wên Pao Chu (文報局), or Government service. Of this latter, full particulars are given in the Customs publication concerning that institution. The excellent manner in which these establishments are carried on has become proverbial to all those who have come into contact with them and their methods. Letters may be sent to any part of China, through any one of them, with perfect security, and gold and silver, as well as drafts and other valuable documents, entrusted

to them under insurance. In case of loss—a rare occurrence,—payment is made under circumstances in which it might often be evaded. The total lack of interest taken until lately by the Government in the transmission of letters, or the provision of good roads for public use, has perhaps aided in causing these offices to co-operate with each other in the most extensive manner. Each one of them has branches and agencies with others, until their ramifications extend all over the Empire, and they have become knit together as a systematic and comprehensive body, providing the public with a most satisfactory service and supplying a national want.

In speaking of 30 postal hongts functioning at Amoy and in the surrounding district, a combination of these 30 establishments is meant. Each is connected with the other, representing other offices in different parts of the Empire—themselves, may be, not functioning at Amoy. There is very little difference in their methods, and, though competing at times with each other, all are united by mutual interests. In addition to those officially registered, there are others which mostly function inland, and, not wishing to register, employ a registered hongt to conduct their business with the Imperial Post for them. The registered hongts have a large business connexion with the sea-port and riverine towns, and make use of the steam communication already established to those places for conveying their mails; for this they have to make arrangements with the Imperial Post. The unregistered hongts make use of the Native means of communication only, and penetrate by means of junks, and such roads as exist, into the remotest parts of the country. A letter travels sometimes for as long as six months, along rivers and over hill and dale, ere it reaches its destination. To these remote places the—as yet—infant Imperial Post has been unable to follow, but only utilises these hongts as its agents. It may sometimes be difficult to get a letter delivered at some small village or town off the main trade routes; but for an enhanced consideration any Native office will not only undertake to carry it, but will bring back the answer, or furnish the sender with a statement, failing an answer, as to why no reply has been sent. As a general rule, therefore, it may be said that, while these establishments only function where sufficient inducement exists, yet they will undertake to forward a letter to any place in China—and with the assistance of the Imperial Post, to any part of the globe.

Whilst giving these postal hongts all credit for the excellent service they render to the public, and for their, in many ways, praiseworthy methods, it is also necessary to consider their defects, or what in our eyes are considered such. Firstly, they have no definite tariff for postage, etc., their rule being to take as much as they can get. A letter from a regular customer is called for at his office, and forwarded, may be, for 20 or 30 cash, whilst an ignorant rustic may be charged 200 cash, or as much more as he can be induced to pay. The same procedure occurs at the delivery end, and lively disputes are often the consequence. It is a mystery to any outsider how these establishments can keep any accounts, or check the proceedings of their subordinates; and the probability is that, they do neither, except in a haphazard manner. The onlooker's wonder is, then, that these hongts can continue to exist under such circumstances. When there is money to be paid, however, these people are always at hand to collect it, and how it is accounted for is best known to themselves. There is another

grave defect in these organisations, though not one necessarily affecting their business of carrying letters, and that is that they are inveterate petty smugglers. The extensive nature of their connexions with other places, their intimate knowledge of routes and values, and the facilities offered by their frequent intercommunication make them formidable foes to the revenue collectors, and, in spite of many seizures, this illicit trade in small and valuable articles, such as silk ribbons, jadestoneware, satin, ginseng, etc., goes merrily on.

Partly owing to their cleverness in adjusting their demands to the extreme capacity of those called upon to employ them and their habits of smuggling—though, perhaps, neither of these are considered very heinous crimes in Chinese eyes,—and partly owing to the constitution of Chinese society, the postal people are popularly regarded as very low down in the social scale. Owing to the first, they are brought into contact with both the people and the authorities, and have to lead a hunted sort of existence; and owing to the second, because, in Chinese estimation, the first rank is that of scholar, the second that of agriculturist, and below that the merchant, whilst among the lowest is he who serves another for money. To this latter class the postal people belong, their action in taking money for services rendered being considered quite another thing from buying and selling, and reducing them at once to the level of a mere manial.

In connexion with the subject of these postal establishments, a new development in transmission of letters and money abroad is noticeable. This has arisen in connexion with the emigration of labourers abroad to various parts of the world, and owing to the necessity of these people having communication with their families, and of their having to remit money to those dependent upon them during their absence—may be for some years. These emigrants have a head-man, who communicates with the chief of any particular district. The labourers then hand in their letters to the head-man, who packs them into a bundle and forwards them to Amoy, where his agent has them delivered in the surrounding villages. This agent also pays money to certified applicants, according to advice received from the head-man abroad. These packets of letters pass through a Foreign post office to China, and *vice versa*; and though it is contrary to the rules to send letters variously addressed under one cover, it is possible that the authorities wink at the breach of their regulations, it being almost impossible for them to find out the persons addressed and to deliver the letters to them. This system is well arranged and works smoothly, being another instance of how Chinese combinations can adjust themselves to circumstances.

The Imperial Post, being sanctioned by Imperial Edict, commenced work on the 2nd February 1897, and has been functioning ever since. To the Chinese an entirely novel institution, and one to a certain extent conflicting with vested interests, its progress amongst them was, at first, bound to be slow, but evidence exists to show that it is winning its way in popular favour. Its advantages over their Native hongts—a regular tariff at cheap rates, the money remittance system, the conveniences offered by it for the transmission of valuable parcels, and many other points—are in its favour, and in time, when these advantages become more widely known, will tell, and tend to a very large increase in patronage on the part of the Natives. The following figures show already a favourable augmentation in the amount of Chinese correspondence handled by it since its inception: letters passed through the Amoy district office—in 1898,

222,236; in 1899, 229,976; in 1900, 290,512; in 1901, 275,846. A gratifying increase is also visible in the money order business, which is becoming very popular among the Natives: in 1898 there were money orders issued and cashed to the value of \$7,801; in 1899 the figures had risen to \$26,156; in 1900 they were \$23,594; and in 1901, \$35,891. The total number of articles of correspondence handled by the Amoy office was as follows: in 1898, 278,986; in 1899, 279,142; in 1900, 361,101; in 1901, 349,926.

(2.) CHANGES IN CUSTOMS REGULATIONS, ETC.—The regulations regarding Customs work have remained practically the same as before, but with the additions now to be mentioned.

Hulks were allowed to moor under regulations of April 1894, and vessels allowed to load and discharge cargo from them. Three hulks availed themselves, on and off, of this privilege, but as one hulk was seldom used, it was withdrawn to another port in 1899; at present there are only two. The only steamers which, apparently, make a rule of using these hulks are those of Messrs. BUTTERFIELD & SWIRE and the China Merchants Steam Navigation Company, coming from Shanghai or the South, with an occasional steamer loading for Sourabaya, etc.

As before stated, in section (a.), bonded tanks for petroleum in bulk were first established here in 1895. Under the regulations, the oil is pumped into the tanks from the importing steamer, and when drawn off into tins or tank-boats for the country, pays Duty on the quantity withdrawn. This necessitates the constant presence of a Customs officer during working hours, to verify the output. The rapid manner in which this oil trade has advanced during the decade is remarked upon elsewhere.

The Imperial Chinese Post Office was born in 1897, and has worked smoothly, if not profitably, ever since.

The Inland Waters Regulations came into force in 1898. In the commencement there were nine steam-launches here, but now there are 24. The passenger traffic by these vessels has been, and is still, a great success, and since the introduction of these regulations the number of passengers carried, to the end of 1901, to and from the surrounding country, is 2,155,675. No cargo has been carried, but there is little doubt that, as soon as the provincial authorities can be induced to overcome their objections to this new mode of conveying goods to the interior, a very considerable trade will spring up.

In 1892 the strength of the staff at Amoy was as follows: In-door—a Deputy Commissioner, five Assistants, two Clerks; Out-door—a Tidesurveyor, two Assistant Tidesurveyors, five Examiners, 10 Tidewaiters. In 1895 the Deputy Commissioner was withdrawn, and it was not until the spring of 1901 that another one was appointed—the In-door staff then numbered the same as in 1892, less one Clerk, and the Out-door staff consisted of a Tidesurveyor, a Boat Officer, six Examiners, and eight Tidewaiters. The number of Foreign Lightkeepers has decreased by five when compared with those borne on the books of this office in 1892; Fisher Island and South Cape (Formosa) having become Japanese, and Waglan having been handed over to the Hongkong authorities, accounts for the shrinkage in the number of the officers of this department. The establishment of the Imperial Post Office necessitated the employment of a special staff, which is now as follows: two Foreign Clerks, three Chinese Clerks (one at Cheangchew), and the necessary letter-carriers, etc., etc. The volume of the Customs work

proper remains much the same, for although the export of tea has practically disappeared, it makes very little difference to the office, as tea exported is a commodity giving very little trouble to the office or examining staff in dealing with it. The control and supervision of affairs at the Native Custom House, however, which was taken over on the 11th November 1901, has added greatly to the work and responsibility of those whose duty it is to attend to these matters.

(u.) SPECIAL DEVELOPMENTS.—No very visible advance has been made in either military, naval, industrial, financial, or administrative matters, yet certain facts indicate that progress and European civilisation are slowly and quietly making headway in the district. Steam-launches have almost supplanted the slow Native boats in conveying passengers to and from the country. The few Native boats remaining are those in which the passengers can bring along with them their vegetables, poultry, etc., to market; but as soon as the launches are allowed to carry such provisions and other cargo, there is every reason to expect that the number of launches needed may run into three figures, instead of two as at present. The kindly manner in which the natives of this part have taken to the new method of travelling bodes well for the railways when their day comes. The almost universal use of kerosene oil in every humble cottage, in place of Native ground-nut oil, is another indication of advance. The demand for European learning, too, as shown by the opening of the Eastern Asia College, the Anglo-Chinese College, and the Tung Wén Institute, is a sure sign that progress is in our midst. Chinese merchants who have lived in Manila, the Straits, etc., and returned here, are fully alive to the advantages of a Foreign education for their sons. Great appreciation is also shown for the medical treatment which can be received at missionary hospitals, and in proof thereof the wards are generally full. A visit to these hospitals will convince the most sceptical as regards missionary work that a great deal of good is being quietly accomplished. Chinese officials, too, usually very conservative and unwilling to break away from old customs, are beginning to show their appreciation of Foreign buildings and Foreign ways. The present territorial Taotai, in the usual way, resided at his yamén in the Native city; but last year engaged a European house in the centre of Kulangen, and now goes to and from his yamén daily in a Foreign six-oared gig. At this private residence, on the Emperor of China's birthday this year, the Taotai, together with the Admiral, entertained the Consular Body, the Customs staff, and all the principal Foreign residents. The influx of wealthy Chinese from Manila and Formosa has been followed by the erection of numerous houses in Foreign style for their occupancy.

In 1895 it was found necessary to erect a large and substantial Japanese Consulate, and the great increase amongst these nationals caused a demand for house-room for residences, stores, restaurants, and a club.

In 1897 the New Amoy Dock Company extended their granite dock by 50 feet in length and 10 feet in breadth at the centre, thus enabling vessels of 3,000 tons to enter. At the same time improvements and additions in the engine-room shop were made.

(v.) MISSIONARIES AND MISSIONARY SOCIETIES.—There are four missionary societies at present represented in Southern Fukien—the Roman Catholic Mission (Dominicans), the London

Mission, the English Presbyterian Mission, and the Dutch Reformed Church of America. The following statistics give the number of missionaries, church members, etc., belonging to each organisation:—

Roman Catholic Mission.

Missionaries	27	Church members	5,500
Chapels, etc.	38	Girls schools	7
Native preachers	23	Boys "	4

Protestant Missions.

	LONDON MISSION.	ENGLISH PRESBYTERIAN MISSION.	DUTCH REFORMED CHURCH OF AMERICA.
Missionaries, including wives .	16	26	17
Chapels, etc.	79	142	
Native pastors	7	23	
Preachers	61	120	
Communicants	2,423	3,200	
Adherents, etc.	2,486	2,145	
Children	1,144	1,707	
Annual subscriptions from			
Natives	\$6,674	\$13,130	
Schools	45	46	
Students	611	813	
Hospitals	2	3	3
Doctors, male	2	3	2
" female	1	2	1

During the Boxer movement there were eight churches in the vicinity either wrecked or destroyed, most of them belonging to the London Mission. The houses of many Christian families were looted, but no one was killed. A fair indemnity was subscribed for by the inhabitants of the villages where such rioting had taken place and paid to the sufferers through the local officials. It is said that there has been a much larger admission to church membership than heretofore of recent years, and that missionary work generally in this district is making considerable advance.

(w.) *HUI-KUAN*.—Since the last Decennial Report was written, the only *hui-kuan* established has been the Kiungchow Guild (瓊州會館). It is a small one, raised by subscriptions amounting to \$1,400, and is for the benefit and use of Hainan men who are employed on board the steamers running between Amoy and the Straits Settlements. On arrival here, a Hainan man pays each time a subscription of 20 to 30 cents, to meet current expenses.

In 1899 the Canton Club purchased a small house for the lodging of sick fellow-provincials and temporary storage of coffins with corpses.

A board for the protection of trade (保商局) was established by Taotai YÜN TSU-CH'Y (惲祖祁) in the same year (1899). The idea of the board was to facilitate and promote all mercantile matters, as well as to afford protection to emigrants returning from Manila and the Straits Settlements, and to prevent them from being squeezed and insulted, as was often the case. The Throne was memorialised through the Governor General of the province, and the scheme was approved of in an Imperial Decree. It was originally intended that this board should be in charge of a deputy appointed by the Taotai, with two secretaries, one assistant secretary, and a committee elected by Chinese merchants. Had these arrangements been strictly carried out, and the deputy been a man of intelligence with an honest intent of promoting trade, the board would have been of great use; but it has now degenerated into a passport certificate issuing office, and is only under the supervision of the deputy in charge of Likin, with secretaries, accountants, etc., employed by the Taotai. At present a passenger for Manila has to pay \$12.50 for his certificate, of which sum \$8 are paid to the board and \$4.50 to the American Consulate.

(x.) *CELEBRATED OFFICIALS*.—No officials who can properly be described as celebrated have either held office in or sprung from this province during the period under review. The two Taotais, YANG CHIH-CH'UNG (楊執中) and CHOU LIEN (周蓮), both did good work during their term of office here, and the present Taotai, YEN NIEN (延年), is very popular and of advanced views.

(y.) *NOTABLE BOOKS PUBLISHED*.—No publication worthy of special notice has appeared in this district during the decade.

(z.) *TRADE PROSPECTS*.—The bright hopes held out by the writer of the previous Report, in this section, cannot be said to have been realised, and the outlook, unless some radical changes take place, does not forebode increase of trade. It may be argued that the value of imports and exports has advanced. So it has in silver, but not in gold. The Revenue, too, perhaps the best indicator as to the prosperity of trade, has fallen away both in silver and in its equivalent in gold; and (not taking into consideration, of course, the increased Tariff) unless the country is opened to mining, etc., and transport of goods by light-draught steam-launches be allowed to places in the interior which it is now difficult for Foreign goods to reach, it is hard to see where improvements can come in. Tea has practically disappeared, and nothing has taken its place. Native opium has, as we have seen, advanced by leaps and bounds, and probably a large quantity of this drug is grown on the ground which at one time produced tea; I understand, however, that the greater part of this land is now waste. Although, perhaps, more profitable from the growers and Revenue point of view, the exchange—if we may call it so—cannot be looked upon as a happy one, nor is it calculated to improve the nation as a whole. Improvement, too, was looked for in the growth and manufacture of sugar; but in this also we have been disappointed—nor, indeed, is there, at present, any reason to hope that improved

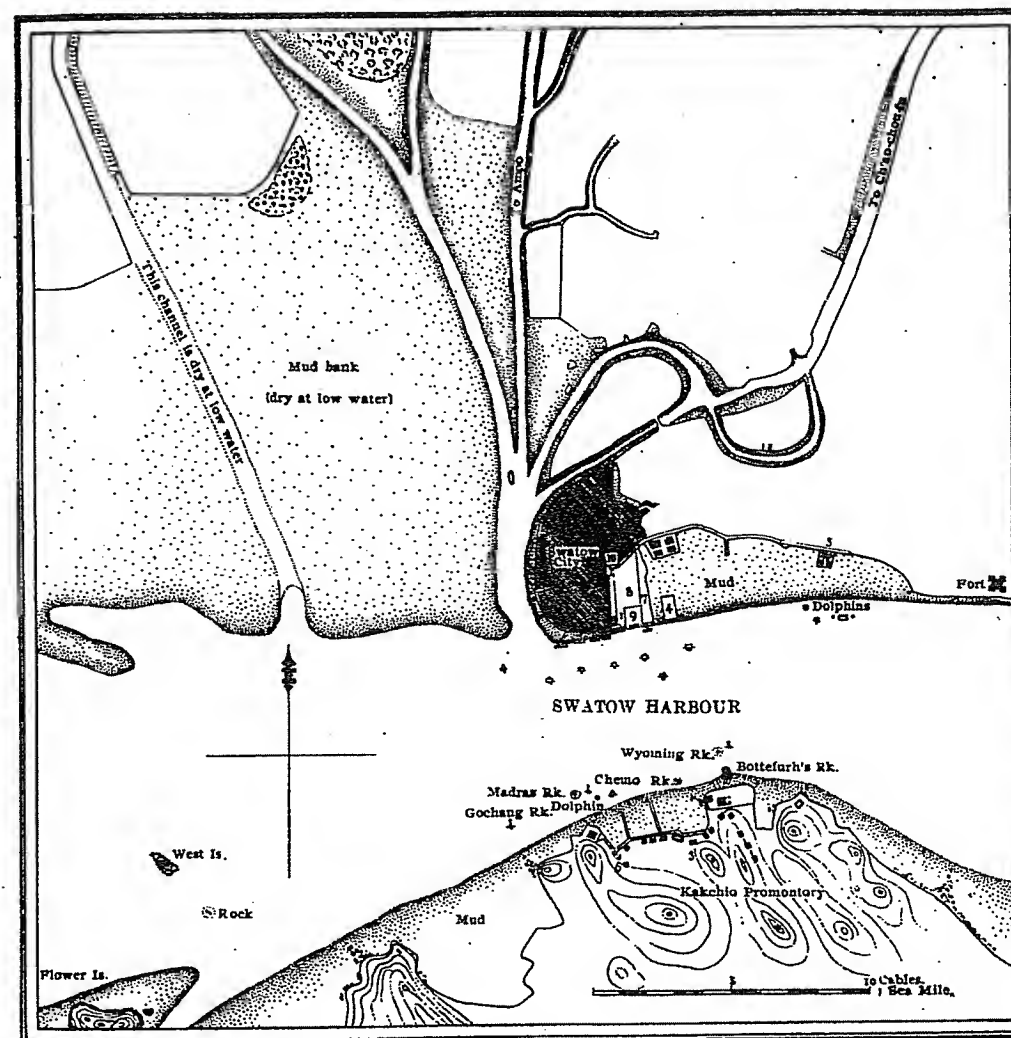
methods of cultivation will be adopted or that any better machinery will be used. The port as a tea port is dead. All the tea which goes out, with the exception of small lots for the use of Chinese in Batavia, etc., is brought from Formosa, and only matted and marked here. Is this going to continue, however? May not the day soon come when this tea will be matted and shipped direct from Formosa, should the Japanese decide to make the safe harbour there which is apparently now in contemplation?

C. LENOX SIMPSON,

Commissioner of Customs.

CUSTOM HOUSE,

AMOY, 31st December 1901.



PLAN OF THE PORT OF SWATOW.

- | | |
|-----------------------------|---------------------|
| 1—Customs Jetty. | 7—C. M. S. N. Co. |
| 2—Native Custom House. | 8—Customs Property. |
| 3—Commissioner's Residence. | 9—Boat Harbour. |
| 4—Newly reclaimed land. | 10—Custom House. |
| 5—Oil Tanks. | |
| 6— " " | |

SWATOW.

DECENNIAL REPORT, 1892-1901.

(a.) The history of Swatow during the period covered by the present Report has been singularly uneventful—perhaps happily so. As the writer of a previous paper has pointed out, "Swatow's importance is, above all, commercial"; and, reviewing the past 10 years from a business standpoint, it is satisfactory to be able to state that the general trade has shown considerable expansion, more particularly during the second half of the decade. Here, as elsewhere, the demand for Indian Opium has steadily declined, in favour of the cheaper Native drug; but, so far as other trade staples are concerned, there is every reason to believe that, in this district, the limit of production and consumption has not yet been reached.

During the period under review the weather has been generally satisfactory. Drought was experienced at the commencement of 1899, and again during the last five months of 1901; but with these exceptions the agriculturist has had few adverse influences to contend with, and good harvests have been the rule.

The political events that have agitated the world during the past 10 years have had but little effect in this district. The people are immersed in their business, and, though crowns may fall and Governments change, so long as local trade is not interfered with, they reckon little of such happenings. Twice during the decade was the clash of arms heard in the land, but the scene of action was, on both occasions, so far removed as to render the sound almost inaudible here. The China-Japan war in 1894 affected Swatow so slightly that the year is recorded as a prosperous one. In 1900, when the Boxer troubles necessitated the armed intervention of the Powers, the temporary disorganisation of business and the stoppage of trade with the North undoubtedly were, for a time, prejudicial to local interests, but, nevertheless, the Revenue and the values of trade for that year were above the average. The trade provisions of the Peace Protocol only came into operation on the 11th November 1901, and their influence on the trade it will be the privilege of the compiler of the third issue of the Decennial Reports to chronicle.

No review of the present period would be complete without some reference to the sharp fall in silver, the gold value of the dollar having dropped from 2s. 11d. at the commencement of 1892 to 1s. 10d. at the close of 1901. Most of the Imports from Europe are purchased in the neighbouring Colony of Hongkong, at silver prices, and the fluctuations of exchange are consequently less felt in this port than where time contracts are the rule. Naturally, the cheapness of silver increases the laying-down cost of goods here in silver

coinage; but the same cause also affects the market, and thus the decline in exchange falls directly on the consumer, without risk to the actual importer. The consumer of Imports, however, is the producer of Exports, and, since almost every variety of local produce has considerably advanced in value, what is lost in purchases is to a great extent recovered in sales.

The great calamity of the decade has been the spread of bubonic plague into this district, causing the trade to be hampered by quarantine restrictions in various directions.

Another regrettable feature has been the recrudescence of clan-fighting, which over 30 years ago was so ably suppressed by the firm hand of General FANG. After a long spell of quiet, these encounters were again heard of, in the early "nineties," but only became serious during the last two years of the decade, when much property was destroyed and many lives are said to have been sacrificed.

On the 2nd February 1897 a district office of the Imperial Chinese Post was opened at this port, with the Commissioner of Customs for the time being as District Postmaster.

On the 1st April 1900 the Imperial German Vice-Consulate here, which had for some years been in charge of a Consul, was raised to a full Consulate.

(b.) There are but few changes to be recorded in the channels of trade. Our direct dealings with distant lands have been few. Up to 1896 cargoes of Kerosene Oil occasionally reached us from New York, but in that year the last direct consignment from America arrived in the last sailing ship that has visited Swatow, and at the end of 1899 a steamer brought Oil from Batoum. Since then our direct trade with Foreign countries has been limited to Eastern ports. Coal is brought from Japan and Cochin China, Rice from Saigon and Siam, and Kerosene Oil from Sumatra, while steamers from the Straits, which call here regularly with returning emigrants, also bring a considerable amount of miscellaneous cargo. The bulk of our Foreign goods, however, reach us from Hongkong.

Two steam-launches, each of rather more than 120 tons burden, one flying the British and the other the Chinese flag, now ply regularly, under the Inland Navigation Rules of 1898, between this port and Suabue (汕尾), a market town about 125 miles down the coast. Both these launches carry a considerable amount of cargo, especially on their outward trips. With this exception, our Imports are distributed and our Exports collected in the old-fashioned manner, by Native boats slowly following our many waterways.

In 1898 and 1899 a considerable quantity of Foreign goods was sent up country under Transit Pass—quite a new departure in the history of Swatow trade. Apparently, however, merchants found it more remunerative to pay the moderate Native Customs dues, for the experiment was not proceeded with, and, latterly, Transit Passes have only been applied for to cover small quantities of Raw Cotton and Cotton Yarn for the weaving district of Hsing-ning (興寧).

The gross value of the trade of the port for the final twelvemonth of the period now under review is *Hk.Tta* 45,043,133, and after deducting the Indian Opium, which will be referred to separately, amounts to *Hk.Tta* 41,826,954. These are not exceptional figures, for, although they exceed the values of 1900, they fall short of those of 1899, and practically represent the

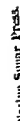
average of the last three years of the decade. As compared with the figures of 1891, the year which closed the previous decennial period, and which produced the highest values that any year had yet shown since the opening of the port, the twelvemonth just concluded shows an advance of *Hk.Tta* 18,912,028, or 80 per cent. But this per-centage is, of course, far in excess of the increase in the volume of the trade; for the tael of to-day, alas, is no longer the tael of 1891, and due allowance must be made for the increased silver value of all goods caused by the fall in exchange. The decline in silver has not affected all commodities alike, and thus it would be difficult to calculate the exact amount of compensation required to place the two years figures on the same basis. Fortunately, however, the increase in the Revenue, which was mainly collected under a specific Tariff, supplies a reliable index. Turning, then, to the Revenue tables of the respective years, we find that the Import, Export, and Coast Trade Duties (exclusive of Opium) for 1901 exceed those for 1891 by about 27 per cent, and this figure may be accepted as indicating the expansion of the general trade during the past 10 years.

The accompanying table shows the yearly values under the different divisions of trade, for the period 1892-1901; the former "record" year, 1891, has also been included, for the sake of comparison:—

YEAR.	FOREIGN IMPORTS.		NATIVE PRODUCE.		TOTAL:	
	Opium.	Other Goods.	Imports.	Exports.	Excluding Opium.	Including Opium.
	<i>Hk.Tta</i>	<i>Hk.Tta</i>	<i>Hk.Tta</i>	<i>Hk.Tta</i>	<i>Hk.Tta</i>	<i>Hk.Tta</i>
1891.....	3,484,062	5,442,034	9,238,718	8,234,174	22,914,926	26,398,988
1892.....	3,142,733	5,230,455	9,113,910	6,818,077	21,162,442	24,305,175
1893.....	2,888,740	5,382,602	9,821,687	6,445,682	21,649,971	24,538,711
1894.....	2,991,545	5,688,138	11,171,391	6,483,667	23,343,196	26,334,741
1895.....	2,351,635	7,584,760	9,215,709	8,078,930	24,879,399	27,231,034
1896.....	2,067,730	6,871,916	9,736,981	8,855,409	25,464,306	27,532,036
1897.....	2,224,920	7,481,999	8,815,926	10,309,288	26,607,213	28,832,133
1898.....	2,812,201	10,033,097	11,120,022	11,965,064	33,118,183	35,930,384
1899.....	3,314,718	10,458,784	17,762,610	14,160,753	42,382,147	45,696,865
1900.....	3,643,834	9,171,824	18,857,242	12,357,834	40,386,900	44,030,734
1901.....	3,216,179	10,774,232	18,193,361	12,859,361	41,826,954	45,043,133

Cotton Yarn, which has long competed with Opium for the position of our most valuable Import, has at the close of the decade succeeded in securing the premier place. The import during 1891 was 142,002 piculs, valued at *Hk.Tta* 2,035,486; but the first five years of the present decennium all fell short of this. In 1897, however, a decided advance was made; and the following year saw the largest importation that has yet reached us—192,654 piculs, priced at *Hk.Tta* 3,894,792; while during the last year of the decade arrivals are recorded amounting to 163,299 piculs, worth *Hk.Tta* 3,336,502. Since 1891 English Yarn has declined by about 10 per cent, while Bombay spinnings have increased in favour and show an advance of over 20 per cent. The ratio between the Indian and Lancashire products, which in 1891 was as 4 to 1, has now increased to 5½ to 1, in favour of the Asiatic variety. In 1896 Japanese Yarn

The Kerosene Oil trade has experienced many and important changes during the last decennial period. In 1892 the total receipts consisted of 2½ million gallons of tinned Oil, of which rather more than two-thirds came from Russia and the balance from America. Langkat Oil, also in tins, first arrived in 1894. The following year, storage tanks having been completed on the southern or Kakchio side of the harbour, close upon 1 million gallons of Russian Oil were imported in bulk, in addition to over 2 million gallons of tinned Oil from America, Russia, and Sumatra. In 1898 some abatement in the inland dues reduced the cost of distributing the Oil throughout the district, and this, together with the ever-increasing demand, raised the receipts for that year to nearly 5 million gallons. 1898 witnessed further changes: Sumatra



Oil was for the first time introduced in bulk for the newly-erected tank installation of the Royal Dutch Oil Company, no Russian Oil was imported in tins, and American Oil fell to such a low figure—286,090 gallons—that it was thought it would disappear entirely from our trade. This expectation was not borne out, for in 1899 no less than 735,970 gallons of the American illuminant reached us, Batoum tinned Oil reappeared, and, though Langkat sent us no Oil in tins, it supplied in bulk more than twice its last year's contribution. The closing year of the century brought us the first consignment of Kerosene Oil from Japan, amounting to 24,970 gallons. This Oil, which was in tins, came here seeking a market; but was found to be dear at the price asked, \$2 per case. The writer of the annual Report for 1900 remarked, "Russian Oil is on the down grade—freight and Canal dues handicap it too heavily"; and the figures for 1901 prove the correctness of this statement, Batoum being credited during that period with no more than 100 gallons. The main feature of the past year, however, was the stupendous advance in Sumatra Oil, which sprang from a total import of 2,883,764 gallons in 1900 to 6,785,925 gallons in 1901. The enormous and still-growing popularity of the Langkat product can be readily understood when it is explained that this Kerosene can be bought at one-third the price of the cheapest kind of Native Vegetable Oil, which, in comparison with its mineral rival, can hardly claim to be termed an illuminant. The subjoined table shows the growth and changes in the Kerosene Oil import of the past 10 years:—

YEAR.	AMERICAN.	RUSSIAN.		SUMATRA.		JAPANESE.	TOTAL.
	In Tins.	In Tins.	In Bulk.	In Tins.	In Bulk.	In Tins.	
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
1892.....	789,256	1,708,576	...	...	...	...	2,497,832
1893.....	802,680	1,286,424	...	...	...	...	2,089,104
1894.....	1,639,552	803,648	...	176,000	...	...	2,619,200
1895.....	971,680	375,990	966,167	788,160	...	...	3,101,997
1896.....	672,340	332,640	1,508,090	965,780	...	...	3,478,850
1897.....	465,040	278,340	1,729,490	2,239,985	...	...	4,712,855
1898.....	286,090	...	1,320,000	1,277,015	620,450	...	3,503,555
1899.....	735,970	864,870	1,978,695	...	1,465,610	...	5,045,145
1900.....	380,000	600,000	937,504	200,000	2,683,764	24,970	4,826,238
1901.....	310,000	100	...	521,300	6,264,625	...	7,096,025

The import of Flour, Rice, and Wheat, during the past decade, has been greatly in excess of that of the preceding 10 years. The relative figures are given below:—

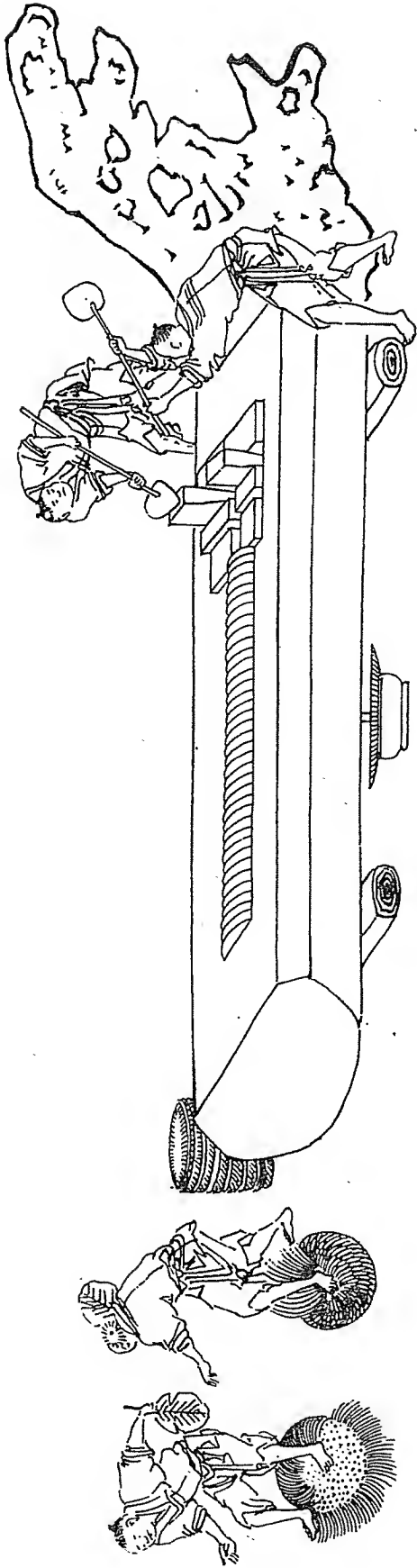
	FLOUR.	RICE.	WHEAT.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
1882-91	85,715	6,631,998	1,127,844
1892-1901	467,646	17,605,517	1,755,278

The increased importation of foodstuffs shown by the foregoing figures is not due to had harvests, but to the fact that a much smaller acreage has been devoted to Rice-growing. Other crops offered richer returns, often at a smaller expenditure of money and labour, the most remunerative of late years having been the poppy, Oranges, Ground-nuts, and Vegetables. Of the Flour, which is all from America, some 40 per cent. is mixed with Native Flour, locally ground from the imported Wheat, and used in the manufacture of Vermicelli and Macaroni, large quantities of which are exported annually to the Straits for the use of Chinese residents there; the remainder is consumed in the district, made into various kinds of cakes. About 10 per cent. of the Rice is from Saigon and Bangkok, the balance, as well as all the Wheat, coming from the Yangtze ports.

The condition of the Export trade has been satisfactory. The accompanying table shows the shipments of the more important products during the past 10 years, as compared with those of the preceding decade:—

PERIOD.	Bags, Gunny and Hemp.	Cloth, Native, and Nankeens.	Grasscloth.	Ground-nuts.	Oil, Ground-nut.	Oranges, Fresh.	Paper:		Sugar.	Tobacco, Prepared.
							1st and 2nd Quality.	Joss.		
	Pieces.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
1882-91.....	9,279,293	36,716	26,927	26,374	2,843	1,075,787	148,703	162,773	14,941,075	201,834
1892-1901.....	20,160,794	113,298	49,765	173,559	176,057	1,551,666	631,697	394,801	13,158,944	266,235

From the figures given above, it will be seen that the only decline is in Sugar, which, however, is our principal article of export. The falling off is largely accounted for by the short shipments of the first three or four years of the period now under review. At that time we had practically lost the European market, Hongkong was deserting us, and the northern trade had not yet been fully developed. The loss of the Foreign markets was due to the high price of Swatow Sugar, as compared to that produced in other places, and the same cause must before long restrict the sale on the Yangtze and in North China. Even in 1899, when the crop was exceptionally abundant, and during the following years, when it was fully up to average, the price of local Sugar ruled too high to admit of its seriously competing with the Java product; and in spite of these high prices, my predecessor states, in his annual Report for 1900, "I have it on good authority, also, that Sugar is not paying well enough to encourage cultivation, and is being replaced, where possible, by Ground-nuts." During the past year the price of Native Sugar ranged from *Hk.Tta* 3.52 to *Hk.Tta* 5 per picul for Brown, and from *Hk.Tta* 4.64 to *Hk.Tta* 6.56 for White, according to quality. On the other hand, Hongkong can import Java Sugar, refine it, and place it on the market in this improved condition at from *Hk.Tta* 4.80 to *Hk.Tta* 5.30 per picul; and, in spite of the conservatism of the consumers and the popular belief that the Native product is sweeter than its cleaner rival, cheapness must win the day in the long run. The inferior unclayed Sugars may continue to command the patronage of the poorer classes, who cannot afford a better quality; but the higher grades, already dearer at the place of production, and further handicapped in the



Press for extracting Ground-nut Oil and making Ground-nut Cakes.

only market still open to them by an additional half Duty, cannot long compete successfully with the cheaper Refined Sugar. It is not unlikely that European beet-root Sugar will also one day enter the lists against them. Seeing that the Swatow cane is held to contain more saccharine matter than the Java growth, and that the greater part of the labour employed on that island is imported from this neighbourhood, it should be possible to produce as good, or even better, Sugar here at a lower cost. To arrive at this result, however, it will be necessary to entirely alter the present system of Sugar-growing in this district. Small holdings, cultivated on "rule of thumb" methods by the peasant proprietors, often under advances from the exporting merchants, must give place to large Sugar farms, worked on an organised system and on modern economic principles. In a wealthy district like Swatow this ought not to be difficult of accomplishment, especially if the guild would take an interest in the project. Expensive steam crushing machinery would not be necessary, as labour is cheap, and the Native Sugar press, of which a sketch is given, though clumsy in appearance and somewhat slow in its action, is said to do its work even more effectually than the Foreign mills.

The trade in Ground-nuts and Ground-nut Oil has expanded prodigiously, especially since 1897. Ground-nuts can be cheaply and easily cultivated, and do not require a rich soil; consequently, since there has been a demand for these Nuts and the Oil they produce, large tracts of land formerly planted with Rice, and even Sugar, are now more profitably devoted to this crop. There would seem to be an opening for the employment of modern machinery here, for the Native Oil press, of which a sketch is given, is a clumsy piece of mechanism, doing its work slowly and incompletely.

The output of 1st and 2nd Quality Paper has quadrupled. The Paper industry is not carried on in the Canton province, but just within the borders of Fuhkien, principally at Shang-hang-hsien (上杭縣), in the T'ing-chou (汀州) prefecture, where both white and common Paper are made; and at Wu-p'ing-hsien (武平縣), where coarse Paper only is produced. As explained by the writer of the last Decennial Report, the Paper is brought down by water, in a boat specially constructed for shooting the rapids. This boat is known as a *liu-p'eng ch'uan* (六蓬船), or six-sail boat, from the peculiar sails it carries. The accompanying sketch, by a Native artist, will convey some idea of the appearance of this curious craft.

(c.) The total Revenue collected from 1892 to 1901 inclusive amounts to *Hk.Tls* 13,940,300, as compared to *Hk.Tls* 11,188,300 during the preceding 10 years. The best year of the decade, from a fiscal point of view, was 1899, with a collection of *Hk.Tls* 1,659,000, which amount also constitutes a "record" in the history of the port. The Import, Export, and Coast Trade headings all show a strong advance. The increase in the Tonnage Dues is a healthy sign, proving that the trade is now calling for larger vessels and more of them. The Opium Import Duties have fallen off by over *Hk.Tls* 200,000 in the 10 years, and had the simultaneous collection of Opium Likin been in force during the five years previous to 1887 the decline under that head would have been in proportion. Taking the figures as they stand, however, there is a gain in the Opium Duty and Likin, taken together, of *Hk.Tls* 1,234,796, and deducting this amount from the general increase, there remains a balance in favour of the later period of over 1½ million taels, which sum represents the enhanced amount of Duty yielded by general cargoes during the decade just closed.

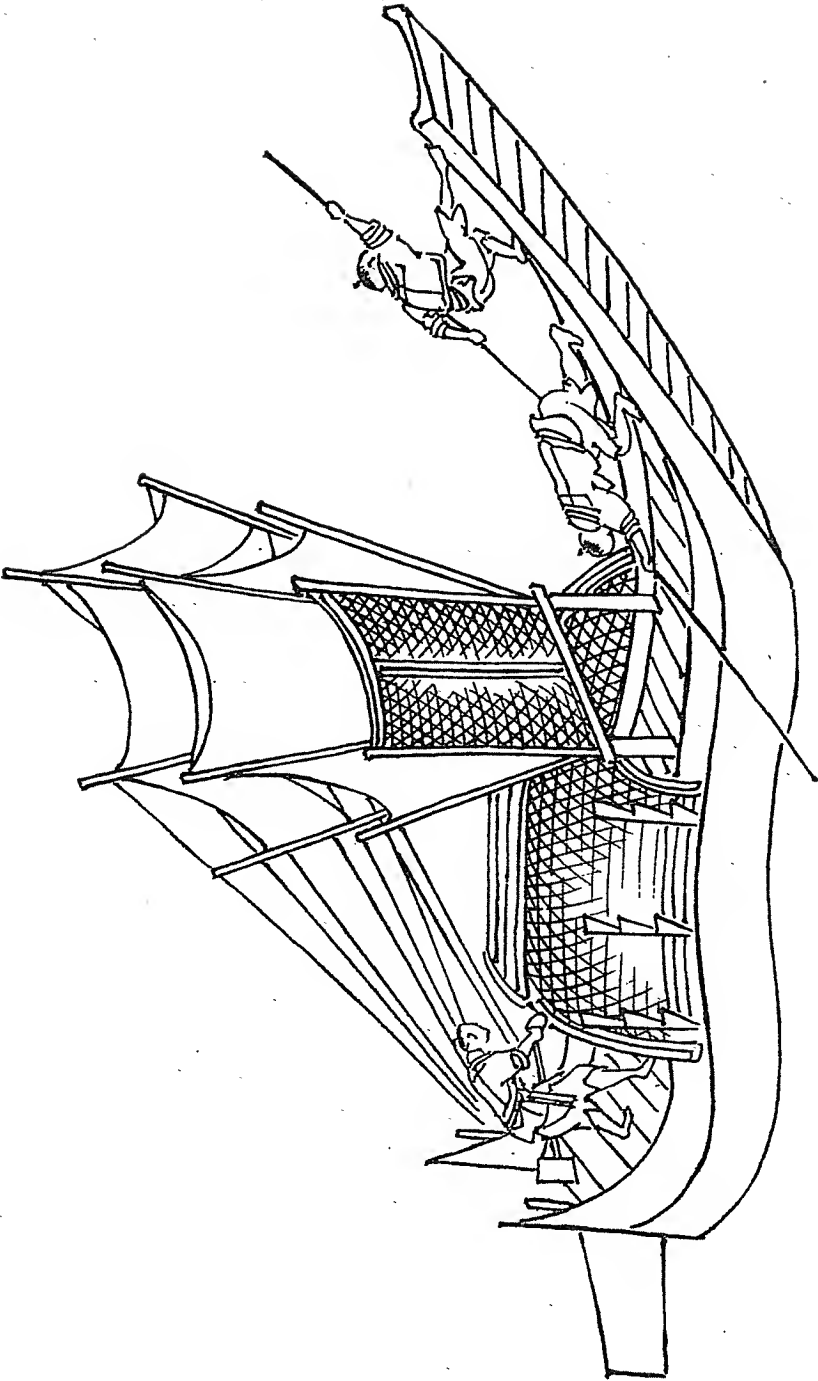
The following table shows the Duties for the 10 years under their various headings:—

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	TONNAGE.	TRANSIT.	TOTAL (exclusive of Opium).	OPIMUM (Import, Ex- port, and Coast Trade).	OPIMUM LIKEN.	GRAND TOTAL.
	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>
1892.....	205,903	330,456	119,948	24,219	...	680,526	214,440	571,588	1,466,554
1893.....	182,820	310,927	107,061	27,888	...	628,696	191,259	510,024	1,329,979
1894.....	201,336	315,633	121,260	26,970	...	665,199	173,725	463,267	1,302,191
1895.....	256,411	385,717	68,219	29,300	...	739,647	123,570	329,522	1,192,739
1896.....	220,952	408,716	96,961	28,004	25	754,658	112,791	299,439	1,166,888
1897.....	253,336	435,878	98,175	31,626	...	819,015	127,311	338,262	1,284,588
1898.....	290,619	474,384	116,827	30,206	6,368	918,404	152,045	404,270	1,474,719
1899.....	303,771	555,735	129,569	33,286	20,738	1,043,099	168,004	447,894	1,658,997
1900.....	268,694	494,799	126,050	37,526	125	927,194	157,476	419,937	1,504,607
1901.....	335,886	502,896	148,523	39,144	170	1,026,619	145,319	387,072	1,559,010
TOTAL.....	2,519,728	4,215,141	1,132,593	308,169	27,426	8,203,057	1,565,940	4,171,275	13,940,272
TOTAL, 1882-91.....	1,840,222	3,563,739	1,058,195	223,715	10	6,685,881	1,771,616	2,730,803	11,188,300

(d.) In the last Swatow Decennial Report, the writer remarks, on the subject of Foreign Opium, "We are still considerably short of the 10,000 piculs which were the yearly average between 1873 and 1880 The average of the last three years—7,500 piculs—may perhaps be expected to continue to be the ordinary annual importation of Opium at this port, so long, at any rate, as the competition of the Native drug remains as insignificant as it now is." This expectation has not been fulfilled, for the annual average during the past 10 years is only 5,213 piculs; but the increase in the Native drug, as foreseen by my predecessor, has doubtless played an important part in reducing the Foreign import. The opening year of the decade showed a falling off of 750 piculs in Indian Opium, and, in connexion with this heavy decline, it is interesting to note that this is the first year in which an import of Native Opium of any importance is recorded. In 1894, owing to short crops in Bengal, the cost of laying down Indian Opium in China advanced over *Hk. Tn.* 100 per picul, and a reduced import was the result. During 1895 and 1896 the downward tendency continued, the arrivals of Indian drug during the latter year amounting to only 3,743 piculs, although the quotations for Patna and Benares were exceptionally low; 1897 saw a slight improvement, and during each of the three following years over 5,000 piculs reached us, while 1901 closed with an import of only 4,838 piculs.

During the past decade, therefore, the annual import may be said to have decreased by 2,500 piculs. The steamer-carried Native Opium has increased during the past 10 years from *nil* to about 1,500 piculs; but a considerable portion of this amount used formerly to reach the district overland. Since, then, the enhanced arrivals of Native drug do not make up for the shrinkage in Indian Opium, the question naturally arises, "Has the price, which has practically doubled, become prohibitive, and reduced the number of smokers; or is there any other explanation of the reduced import?" To this query, the following reply has been elicited from dealers and others. The overland trade in Native Opium used to be greater than it is now, and most of the drug arriving by the inland route, as well as the Persian Opium brought in by

Paper Boat, or Liu-p'êng Ch'uan.



steamer, was formerly boiled at this port and smuggled into Formosa in junka. Since 1894 the vigilance of the Japanese has gradually made this trade impossible; consequently, Persian Opium has almost ceased to be imported and all the Native drug brought in is now consumed locally, while the cultivation of the poppy, which has of late years been somewhat extended in this neighbourhood, also accounts for some of the falling off in the Indian product. Formerly, when Indian Opium was cheap, it was smoked without any admixture of cake-stuff or Native drug; its strength caused a craving, and the smoker soon became a slave to the habit. Since the rise in price has made adulteration necessary, and has brought the milder Native Opium into favour, habitual smokers who cannot forego their pipe have become rarer, but the use of Opium for the entertainment of guests and as a luxurious pastime has become more widespread.

Native Opium reaches us from Szechwan, Yunnan, and Kiangsu. The Szechwan variety has been known here the longest, and its excellent quality enables it to advance in favour in proportion to the rise in price of the Foreign drug. Kiangsu Opium was first introduced in 1896; but it failed to become popular, and very little is now imported. In 1896 a Chinese firm attempted, by adopting Indian methods of manipulation, to manufacture Native drug in imitation of Patna Opium. For this purpose the services of three Indians were secured, and operations were started at Hêng-lung (橫隴), in the Hai-yang (海陽) district. The venture proved a failure, however, and had to be abandoned the following year.

The annexed table shows the import of the various kinds of Opium for each of the past 10 years:—

—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
Malwa.....	3,156	2,877	2,649	2,028	1,475	1,360	1,583	2,389	2,455	2,198
Patna.....	2,168	2,302	2,440	1,539	1,757	2,012	2,399	2,230	1,902	1,875
Benares.....	1,548	996	602	525	402	652	935	948	881	758
Persian.....	273	200	98	28	109	204	136	32	11	7
TOTAL, INDIAN OPIUM.....	7,145	6,375	5,789	4,120	3,743	4,228	5,053	5,599	5,249	4,838
TOTAL, NATIVE OPIUM.....	43	96	54	158	316	244	490	626	1,218	1,459

The average prices, per picul, obtained by dealers for each variety of Opium, every year during the decade, have been as follows:—

—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>
Malwa.....	458	518	598	632	638	632	632	772	678	759
Patna.....	445	458	605	556	484	511	576	655	641	632
Benares.....	445	465	602	563	477	497	586	648	664	638
Persian.....	244	334	373	...	422	418	448	454	569	486
Native Opium.....	298	305	317	539	350	336	368	389	378	353

(e.) The following table shows how much English sterling the Haikwan tael has exchanged for every year since 1892:—

YEAR.	Highest.	Lowest.	YEAR.	Highest.	Lowest.
	s. d.	s. d.		s. d.	s. d.
1892.....	4 8½	4 1½	1897.....	3 3	2 8½
1893.....	4 2½	3 5½	1898.....	2 11½	2 9½
1894.....	3 5½	2 11½	1899.....	3 0½	2 10½
1895.....	3 5½	2 11½	1900.....	3 2½	2 11½
1896.....	3 4½	3 2½	1901.....	3 2½	2 9½

The value of the Haikwan tael at the commencement of 1892 was 4s. 8½d. During the preceding two years it had fallen 1s., and during the decade under review it continued to fall, gaining momentum as it went, for by the end of 1901 the decline amounted to very nearly 2s. more. The greatest drop in any one year was in 1893, when, owing to the closing of the Indian mints and the repeal of the Sherman Purchase Bill in the United States, the value of the Haikwan tael was depreciated by 9½d. The lowest point was reached in 1897, when 2s. 8½d. was recorded; but during 1898 and 1899 various causes contributed to a slight improvement in the value of the white metal. In the last two years of the decade the presence of Foreign troops in China created a temporary demand for silver, and raised the rate to an average of 3s. 2d. for the Haikwan tael. The removal of these troops, however, and the placing on the market of large quantities of silver for the indemnity payments, will, it is feared, cause exchange to fall to a point below anything that has yet been experienced.

The average number of local cash obtainable for the Haikwan tael during each year of the decade is reported to have been as follows:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Cash.	Cash.	Cash.	Cash.	Cash.	Cash.	Cash.	Cash.	Cash.	Cash.
1,534	1,528	1,528	1,497	1,467	1,436	1,329	1,344	1,375	1,375

The average for the 10 years is thus 1,441 cash, as compared with 1,508 for the previous decennial period.

All the necessaries of life have greatly increased in cost—except, perhaps, rice, which, although at the present moment some 30 per cent. dearer than usual, owing to the shortage in the supply from the Yangtze, has throughout the decade been purchased at only a trifling advance on the average price of the 10 years 1882 to 1891. Vegetables have risen 50 per cent., owing to the increased demand from the Straits; firewood and charcoal, also 50 per cent.; fish, 75 per cent.; and poultry and pork, 40 per cent. This advance in price is attributable to various causes. The scarcity of copper cash has, of course, been an important factor; but the increased wealth of the district has probably more than anything else contributed to the result.

Labour of all kinds is far more highly paid than formerly, and even the ordinary carrying coolies are able to indulge in better food and to pay more for it. Another proof of the increasing prosperity is that many more of the lower classes, when marrying, can now afford to establish the bride in a home of her own, instead of simply joining the wife's family, as was so commonly the case 20 or 30 years ago. The demand has almost doubled the price of wives of the coolie class, and, consequently, female infants receive a warmer welcome than they once did. Women skilled in the manufacture of drawn-work are highly prized, and the practical nature of the labouring people here is further evinced by the fact that, in the matrimonial market, desirable widows are quoted even a point or two higher than inexperienced maidens.

The table below, giving average prices in 1891 and in 1901, will show the rise in value of the principal articles of Native export:—

	1891.	1901.	PER-CENTAGE OF INCREASE IN VALUE.
	Hk. 7h.	Hk. 7h.	Per Cent.
Bags, Gunny..... Per 100 Pisces	3.05	4.01	31
Cloth, Native..... Per Picul	46.30	50.62	9
Grasscloth, Fine.....	115.42	143.24	23
Coarse.....	45.16	57.78	28
Indigo, Liquid.....	2.20	2.72	24
Oil, Ground-nut.....	6.70	9.95	48
Oranges, Fresh.....	0.88	1.61	83
Paper, 1st Quality.....	9.65	14.12	46
2nd ".....	3.61	6.72	86
Joss.....	10.25	13.26	29
Sugar, Brown.....	2.40	3.43	43
White.....	3.81	5.29	39
Tin-foil.....	41	67.08	63
Vegetables, Dried and Salted.....	0.67	0.79	18

(f.) The subjoined table shows the comparative value of Imports at moment of landing (i.e., minus Import Duty and charges), and of Exports at moment of shipment (i.e., plus Export Duty and charges), each year during the decade:—

YEAR.	IMPORTS: Value at Moment of Landing.	EXPORTS: Value at Moment of Shipment.	IMPORTS EXCEED EXPORTS BY
	Hk. 7h.	Hk. 7h.	Hk. 7h.
1892.....	14,975,771	7,693,979	7,281,792
1893.....	15,587,083	7,272,265	8,314,818
1894.....	17,172,683	7,317,993	9,854,690
1895.....	16,858,951	9,110,962	7,747,989
1896.....	16,452,562	9,972,559	6,480,003
1897.....	16,033,202	11,569,910	4,463,292
1898.....	20,883,310	13,396,653	7,486,657
1899.....	27,845,980	15,849,348	11,996,632
1900.....	27,820,510	13,841,260	13,979,250
1901.....	28,411,110	14,391,006	14,020,104

(g.)

(h.) Serving as a frontispiece to this Report, will be found a map of Swatow, for which I have to thank Captain ELDRIDGE, Deputy Coast Inspector. This map represents Swatow as it is at the present moment, and a comparison with the plan attached to the last Decennial Report will show that several alterations and improvements have been made during the past 10 years.

At the beginning of the decade work was still being carried on in connexion with the filling in of that portion of the reclaimed foreshore lying to the eastward of the Customs Jetty, and containing the Boat Harbour which, in rough weather, affords shelter to cargo-boats bringing goods for examination and a place of safety for the Customs light-tender, water-boats, gigs, and sampans. The work of filling in and bunding was commenced in March 1889, and was completed in February 1897.

At the end of 1901 a local firm commenced to fill in a portion of the foreshore to the eastward of the China Merchants Steam Navigation Company's property, which is also to be reclaimed shortly. When finished, this reclamation will form a continuation of the present bund-line along the northern shore of the harbour.

In the autumn of the same year (1901) the Chinese owners of property on the western side of Swatow showed an inclination to reclaim the foreshore out towards the junk channel. After a careful survey of the locality, the proper curve and limits of the proposed bunding were determined by the Acting Coast Inspector, and at the end of the year negotiations were in progress for a simultaneous reclamation, by all the landholders in that locality, on a properly organised plan.

Beyond some betterment of the condition of the drains in the Native streets, no important changes have been made in our local roads. The Kialat Road has been improved and is better lighted at night; after some trouble, it has been freed from the hucksters' stalls which formerly encroached upon it.

(i.) No changes have occurred in the water approaches to the port.

(j.) No new aids to navigation have been added in this district, and the only alteration to be recorded is in the nature of the light at the Lamocks Lighthouse. For 25 years from the date of its establishment this station exhibited a fixed white light, but in 1899 the light was changed to an occulting one, showing 18 seconds light and 2 seconds eclipse.

(k.) During the period under review Swatow has been entirely free from typhoons and devastating storms, and has thus belied the evil reputation still given to it annually by the "China Directory," despite my predecessor's protest. Drought has been experienced on several occasions, but most severely during the last five months of the decade. The want of rain always has a serious effect on our trade, the drying up of the waterways interfering with the distribution of goods throughout the district, and the parched condition of the land rendering beancake useless as a fertiliser, and consequently putting a stop to the sale of this our most important Native import. Slight seismic disturbances have frequently been felt here—that of the 30th August 1895 being more marked than usual. The shock lasted for 10 seconds, the

direction being south-east to north-west, and was succeeded by several minor shocks; but, beyond the upsetting of a few moveable objects, no damage was done.

No epidemic of cholera has visited us since 1891; but during the winter of 1900-01 small-pox was present in epidemic form. As already stated in my introductory remarks, the great calamity of the decade has been the spread of bubonic plague into this district. In 1894, owing to the outbreak of plague in Hongkong, emigration from Swatow and other southern ports, to the Straits Settlements and Cochin China, was interrupted for three months. The summer of 1895 saw this dreaded sickness make its first appearance in the district, at Ch'ao-yang (潮陽), where it claimed many victims; but there were no cases reported in Swatow itself until the following year. In 1897 the Straits Government enforced quarantine regulations against this port, and prohibited the immigration of coolies for two months. Next year plague was epidemic here from April to September; but during 1899 the port was free from the scourge, though many cases occurred in the surrounding country. In 1900 and 1901 plague reappeared, and, although Swatow suffered less than the neighbouring towns, the trade was again hampered by quarantine restrictions.

Besides the clan-fighting, which has now assumed serious proportions, petty risings are occasionally reported in this district. Although rumour often connects the names of Triads, Vegetarians, and, latterly, Boxers with these movements, they are not, whatever their origin and object, of sufficient importance to be termed rebellions, and the officials have had no difficulty in suppressing them. Even during the troubles in 1900, though rumours were rife, and the missionaries left their inland stations, there were no risings that were beyond the power of the local authorities to quell. The most serious disturbance was started in September 1901, in the Hsing-ning district, by a band of marauders claiming to be members of the Triad Society, who had for some time infested the neighbourhood raising recruits—and, incidentally, subscriptions—amongst the country-people. The robbers, for they were really nothing else, on the 22nd September plundered the Basel Mission station at Loksang (羅崗), some 18 miles north of Hsing-ning-hsien (興寧縣). Ping-t'ang (平塘), another station belonging to the same mission, was looted and burnt on the 24th, and on the same day the out-station at Sha-p'ing (沙坪) was also plundered. Next day Ping-t'ang was again visited, and the work of destruction completed. The missionaries all escaped before their houses were attacked, and eventually reached the coast in safety. The banditti then ventured to attack Hsing-ning city; but the Magistrate defended it all night, and, making a sortie next morning, drove back the attackers with heavy loss. 500 soldiers were promptly sent up from Canton, in the gun-boat *Fupo*; but in the meantime the Chia-ying (嘉應) militia had encountered the brigands, near Sakma (石馬), north-east of Hsing-ning, and totally routed and dispersed them. Two dozen prisoners were taken, of whom one-half were decapitated at Chia-ying-chou (嘉應州), the remainder being reserved for similar treatment later.

Accidents to shipping have, fortunately, not been numerous. I find the following cases recorded in the annual "Reports on Trade."

On the night of the 8th February 1894 the British s.s. *Hangchow* was in collision, off Breaker Point, with an unknown steamer, supposed to have been the *St. Asaph*, a British vessel

laden with coal from Japan to Hongkong. The *Hangchow* put into Hongkong badly damaged, but nothing was ever heard of the other steamer or her crew, though H.B.M.'s gun-boat *Pigmy* spent two days searching in the locality of the disaster.

On the 17th December 1901 the tank steamer *Peluse* was driven ashore, near Breaker Point, in a gale of wind. Great hopes are entertained that she will be got off without serious injury.

(L.) On the 23rd March 1898 H.R.H. Prince HENRY of Prussia visited this port, on H.I.G.M.S. *Gefion*. The local officials called on His Royal Highness before he left the ship, and were afterwards drawn up to receive him when he landed at the German Consulate jetty. There was a reception at the German Consulate the same evening, and the Prince left Swatow the following morning.

(m.) and (n.).

(o.) Although the portion of the Canton province that comprises this district does not produce a great number of men of letters, from the point of view of Chinese scholarship, there has been a tendency of late to encourage education on more general and practical lines. Indeed, it would be strange if this were not the case, in a district where so many of the well-to-do people have travelled abroad, and have thus had opportunity to appreciate the advantages of our more liberal curriculum.

In the autumn of 1899 a school was opened here under the presidency of the Taotai. The institution was named the Ling-tung Tung-wen Hsüeh-t'ang (嶺東同文學堂), signifying a school situated in the eastern part of the Canton province where Chinese and Western learning were taught side by side, and its object was to train youths for official positions, by giving them a thorough knowledge of their own language, and at the same time teaching them Japanese, so as to enable them to study Western science through the medium of Japanese text-books. The school was started at the suggestion of the Taotai, and endowed by donations from the local gentry and merchants. The teaching staff consisted of a Hanlin graduate as head-master, a master of arts—*chin-shih* (進士)—and two other Chinese as under-masters, and a Japanese teacher. The fee for tuition was fixed at \$20 a year for lads under 15, and at \$30 a year for older boys; boarders paid \$3 a month extra. During the troubles of 1900 the school was closed; but it is now being reopened, with every promise of success, and the number of scholars is expected to exceed 100.

A similar school was opened in Ch'ao-chou-fu in 1898, a Japanese teacher being engaged there also; but the undertaking did not meet with support, and the school had to be closed.

It is proposed to start another school at Ta-pu (大埔), on the same lines as the Swatow school, a wealthy and public-spirited Singapore merchant having promised a large endowment.

(p.)

(q.) The trade by Native craft with other ports continues to decrease, but, in spite of many prophecies to the contrary, it has not yet reached the vanishing point. Some sea-going junks still find their way here laden with manure-cake, straw mats and bags, hides, leaf tobacco, palm-leaf fans, etc., from Canton, Hoihow, Kao-chou (高州), Lei-chou (雷州), and

Lien-chou (廉州), in the South; with cotton, bean oil, samshu, and salt fish, from Ningpo; with ground-nut oil from Kiaochow (膠州), in Shantung; and with bricks and tiles from Amoy. The junk trade formerly existing between this port and Formosa has entirely ceased since the occupation of that island by Japan. Steam transport increases in favour year by year, and when the existing Native craft cease to be seaworthy, it is doubtful whether many of them will be replaced.

Boats for the navigation of the inland waters have increased, and now number upwards of 1,000. The port of Swatow is very little more than a distributing centre for the surrounding populous district, and when it is remembered that the trade routes, by which our imports are distributed and our exports collected and brought down to the port for shipment, are almost entirely restricted to the waterways, it will be seen that the statistics of the trade of the port furnish the best basis for estimating the extent of this traffic.

The different kinds of junks, their Chinese names, and their carrying capacities, together with the papers they take out and the dues they pay, were fully described in the last Decennial Report.

(r.) Swatow differs from most of the large trading centres in China, in that it keeps the bulk of its banking business in the hands of its own people. The combination amongst the local merchants is so strong that, of the powerful Shansi banks, who have forced their way into every other mercantile community in the country, only one—the great Wei T'ai Hou (蔚泰厚) firm—has succeeded in holding its own here. This establishment, with the Haikwan Bank, which is a branch of a Canton house (and is solely occupied in collecting and remitting to Canton the Government revenue), and one other Cantonese bank, are the only banking houses here that are not purely local establishments.

In addition to the many small banks, 18 of which have been established during the past 10 years, Swatow possesses 10 large and firmly established houses with capitals of at least \$100,000 each.

Banking business in Swatow is much the same as it is in other parts of the world, and consists in the issue and purchase of drafts, the taking charge of deposits, and the lending of money at interest. All large hong open accounts with several banks at one time. The banker having satisfied himself of the respectability and financial soundness of the intended client, no security is required, and the only formality necessary is to take out a pass-book (銀簿). The Western system of depositing a sum of money in a bank, and then drawing against it as required, is not customary here. Instead of that, banker and client having agreed upon the rate of interest, a sum of money is advanced to the client and placed to his credit in the pass-book, from which the sums drawn are written off. Rates of interest naturally change with the state of the money market, but, whatever fluctuations may take place, the rate agreed upon at the time the money was advanced holds good for that particular sum. Transactions are usually carried out through brokers, who are sent round by the banks to negotiate loans. Fixed deposits bear interest at from 7 to 9 per mille per month, and are accepted for periods not exceeding four months, but at the end of that time may be renewed at an adjusted rate of interest.

Bank notes are issued by all the larger banks. These notes are intended for local circulation only, and are issued at the rate that obtains in Swatow, viz, 7 mace for the dollar. In appearance they are somewhat similar to Foreign bank notes, being printed in colours on white or tinted paper. Some are printed locally, and though they have a neat, businesslike design, they are not well protected against imitation; others are produced by Foreign methods, though it is difficult to say whether they are printed in Europe or the East. One bank issues notes manufactured in London, and safeguarded with the most elaborate patterns in white line engraving, which would defy the most skilful forger. The different denominations for which the notes are issued are 10, 20, 25, 50, and 100 dollars, and they are readily accepted in Swatow and a few of the towns in this prefecture as equivalent to hard cash.

Some time ago a bank commenced to issue cash notes, for the convenience of passengers on board the launches running to Chieh-yang (揭陽) and Ch'ao-yang (潮陽); but, owing to the scarcity of copper cash, the bank found it to be rather a hazardous experiment, as there was a possibility of not being able to meet a run on the bank at short notice. The notes, therefore, were gradually withdrawn from circulation.

(a.) The Chinese Imperial Post Office, established by Imperial Decree, commenced to function here on the 2nd February 1897. The Commissioner of Customs for the time being acts as District Postmaster, and is supported by a staff consisting of two European Postal Clerks, one of whom is in charge of the department, three Chinese Postal Clerks who are able to speak and write English, a Shroff, four letter-carriers, and four sampanmen. The mail matter handled at this office steadily increases in quantity. During the past year 65,577 covers of all kinds were received and delivered, and 67,577 covers were despatched.

The Imperial Post Office has not yet been extended inland from Swatow; but all preparations have been made, and by the time this Report is in print branch offices will be functioning at most of the neighbouring cities of importance.

The advent of the Imperial Post Office created, at the outset, quite a stir amongst the Native postal bongs, whose methods of transacting business have been fully described in the last issue of the Decennial Reports. Finding, however, that they were treated with consideration, that little was demanded of them, and that their business was not interfered with, they have come to regard the establishment of the Imperial Post Office as a boon. They find the present system of forwarding their "clubbed" mails through the Imperial Post cheaper and in every way more satisfactory than the old plan of confiding their packages to passengers or compradors of steamers.

(c.) The most noteworthy changes in the Customs Department during the decade have been introduced in consequence of the stipulations of the Peace Protocol.

On the 11th November 1901 the old Import Tariff and the Duty-free list ceased to be operative, and all goods from abroad, with a few exceptions specified in the Protocol, became liable to a 5 per cent. *ad valorem* Duty. The new system was introduced without friction, and is now working smoothly.

On the same date (11th November 1901) the Native Customs came under the management of the Commissioner of Customs.

The work of both the In-door and Out-door departments has grown very considerably during the past 10 years. If we follow the example of the last Decennial Report, and estimate the increase in the volume of the office work by a comparison of the number of import and export applications handled during the year, we find that these have increased from 44,000 in 1891 to 72,000 in 1901—an advance of 64 per cent.; while during the same period the entrances and clearances have expanded from 1,846 vessels, aggregating 1,762,236 tons, to 2,182 steamers, aggregating 2,310,286 tons, showing an increment of 18 per cent. in the number of ships and of 31 per cent. in carrying capacity. Little more than two years ago it was found necessary to extend the Examination Shed, in order to keep pace with the expansion in trade. Already this enlarged space is beginning to be found none too extensive for present requirements.

(u.) During the last 10 years the use of Foreign machinery driven by steam power has been considerably increased in Swatow. At the commencement of the decade there was a steam beancake mill working here, and the Swatow Steam-launch Company was running four launches on the Kityang and Ch'ao-yang lines.

During the period under review the Swatow Steam-launch Company has added two launches to its fleet; but it no longer has the monopoly of the local passenger-carrying trade. Five launches flying the British flag, and one under the German flag, are now running. Three new lines have been opened—to Tatbaupo (達波埠), to Suabue (汕尾), and to Chioku (石龜), on the Fukien frontier, occasionally calling at Namoa (南澳),—while a light-draught stern-wheel launch plies on the upper reach of the Ch'ao-chou-fu branch of the river, want of water preventing it from completing the trip to Swatow.

A second beancake factory, on the same lines as the first, commenced operations in 1893. Each of the two factories can produce 900 cakes a day, and both are said to be profitable concerns.

Another Chinese venture was the starting, in 1899, of a steam flour mill, capable of turning out about 60 bags of flour a day.

The rapid development of the kerosene oil trade has led two Foreign companies to erect oil tanks for the storage of oil in bulk. In 1894 tanks were erected on the Kakchio side, for a Swatow firm; these tanks were at first stored with Russian oil from the Baku wells, the supply being drawn from the tanks in Hongkong, but later the Sumatra product was substituted. In 1898 the Royal Dutch Oil Company completed a large tank installation, with machinery for the manufacture of oil tins; the tanks are erected on the Swatow side, near the eastern limits of the harbour.

Early in 1901 an ice factory was started at Kakchio, by a Foreign firm, and the sale of ice commenced with the setting in of the hot weather. The daily supply of ice was a great boon to the Foreign community and the shipping, and it was expected that the venture would attract the attention of the Natives interested in the fishing industry. Just as success seemed assured, it was found that the chemical properties of the water had injured some of the more delicate parts of the machinery, and, to the disappointment of all, the factory had to suspend working in the middle of the summer. Since then improvements and alterations have been made in the machinery, a fresh water supply has been arranged for, and the factory is ready

to resume operations with every hope of being able to keep up a continuous supply of the cooling medium.

Progress has for the most part been in the direction of commercial enterprise, while military, naval, and administrative matters have changed but little during the decennium.

(u.) The earliest record of Protestant missionaries in this district is in 1848, when RUDOLPH LECHLER, of the Basel Mission, landed on the island of Namoa. Thence he made his way to Ch'ao-chon-fu, where he founded a mission station. Now four missionary societies are represented in Swatow—the Missions Étrangères de Paris, the Basel Mission, the English Presbyterian Mission, and the American Baptist Union.

The missions most in evidence at the port are the English and American societies, the French and German missions devoting their attention more to the interior. There are, altogether, 18 French, 16 German, 16 English, and 12 American missionaries in this district.

The Rev. Dr. GIBSON, of the English Presbyterian Mission, whom I have to thank for some notes on the work of the society during the past 10 years, informs me that the number of adult church members has increased from 1,569 in 1891 to 2,889 in 1900, and that during the same period the sum annually contributed for religious purposes by these Native Christians has advanced from \$2,525 to \$7,684, the total amount subscribed during the decade aggregating \$46,788. He further states:—

"It has all along been the plan of this mission to plant a Native church undertaking the full responsibility of its own church work, and not permanently dependent on the aid and guidance of the Foreign mission. We believe that this is the only way to develop a healthy and vigorous type of Christianity, and also that it will be much more likely to commend itself to Native society when its propagation and guidance are seen to be in Native hands. This is an ideal that can only be gradually realised, and it is in this direction that the progress of the past 10 years has been most marked. We have four medical men, whose special work is the care of the three hospitals, and two educational missionaries (unordained), who are in charge of primary and secondary educational work. All these share in the general administration of the mission; but the care of the out-stations and of the church work generally is, for the most part, in the hands of six ordained Foreign missionaries. . . . But our aim is to transfer, as far as possible, all pastoral work and responsibility to competent Native clergymen, trained with this view, and ordained after having been sufficiently trained and tested in practical work. There are now 10 of these Native ministers, as compared with two in 1891. They are supported wholly from funds contributed by the churches under their care. . . . The purely Native funds, besides providing for the support of the Native ministers and the local expenditure in maintaining places of worship, reimburse the mission to the amount of about one-half of the expenditure on preachers and teachers salaries, which are in the first instance paid by the mission from Foreign funds. . . . In reviewing the experience of the last 10 years, one feels that, both as regards numbers and as regards social standing and influence, the church is now in a very different position from that which it occupied at the beginning of the period."

The hospital belonging to the English Presbyterian Mission is a very valuable institution, and is immensely appreciated by the Chinese, many of whom subscribe liberally to its support.

New buildings are now in course of construction, consisting of a women's hospital and a general hospital. The former contains four general wards, intended for a dozen patients each, and 12 small wards for paying patients, half of which are specially arranged for well-to-do people; there is also a receiving ward and a ward for the very destitute class; altogether there is ample accommodation for 80 women. The general hospital has six large and four medium sized wards, and 14 rooms for paying patients; also two women's wards, each capable of accommodating 10 invalids. The two hospitals, between them, will provide beds for about 250 patients, men and women. In addition to the two hospitals, there is another building, at about 200 yards distance, which is used as a hostelry for about 30 out-patients.

The Rev. L. PÉNICAUD, procureur of the Missions Étrangères de Paris, in some notes that he has kindly placed at my disposal, states that during the past few years there has been a strong movement in favour of Catholicism throughout the Swatow district. Although progress has been recorded everywhere, the greatest number of converts have been made in the Kityang, Ch'ao-yang, and Ting-hai districts. Generally speaking, the Swatow district may be regarded as the part of the Canton province which yields most converts and gives the best results; it is also the most open to European influence. The mission has established in this district an orphanage and a training school for catechists, three schools, and eight chapels.

(w.) To give any description of trade guilds in Swatow would only be to repeat what has already been written on this subject in the last Decennial Report. The Swatow Guild (汕頭萬年豐會館) still maintains its power, and decides all local trade questions, while the Kwangchow Guild for Cantonese and the Pa-shu Guild for Hakkas remain unchanged.

(x.) and (y.).

(z.) As to whether the history of the locality during the period, or its condition and circumstances at the end of 1901, give any indication of what its future is to be, it is difficult to give a decided answer. Swatow's position depends entirely on its trade, and trade is so sensitive to influences of all kinds that, even with the most thorough knowledge of the past, it is risky to forecast the future. Let it suffice, then, to say that, at the moment, the prospect appears full of promise. The decline in Indian opium will no doubt continue—though to what point, who can say? Its place in the trade will, however, be filled by other Foreign staples. Piece goods and metals both show a tendency to advance; Foreign coal must increase; while kerosene oil, matches, and flour give every indication that they will follow suit. Our local produce is in strong demand, and only sugar is threatening to dwindle—its price is too high, and, even at that price, it does not pay the producer; but the land will not be allowed to lie idle, and other and more remunerative crops will be cultivated in its stead.

Many hold that the time is rapidly approaching when "The old order changeth, yielding place to new"; but however that may be, there is no doubt that a demand is springing up for Western education, especially in the direction of modern science. A railway between this and Ch'ao-chon-fu, with possible future extension into the Hakka country, has long been talked of, and at this moment it is rumoured that a limited liability company is to be formed to carry out the scheme. The country between Swatow and the prefectural city is a flat, alluvial

plain, and is said to present no engineering difficulties, though some expense would have to be incurred for bridging. Dredging operations in one of our busiest waterways are in contemplation, as well as extensive reclamations to the westward of the port.

Altogether, there is every reason to be hopeful—so far, at least, as Native interests are concerned. Foreigners, as owners or agents of steamships, will in all likelihood continue to do well; but in other directions there is little probability of any growth taking place in Foreign business interests, and what was written on this subject 10 years ago remains equally true to-day.

SMOLLETT CAMPBELL,

Commissioner of Customs.

CUSTOM HOUSE,

SWATOW, 31st December 1901.

CANTON.

DECENNIAL REPORT, 1892-1901.

(a.) The rather doubtful hopes of trade development entertained at the commencement of the decade under review (1892-1901) found no immediate fulfilment, and the causes were usual and time-honoured, viz., opposition to the Transit Pass system, octroi charges, and the interference of guilds, farms, and syndicates in what should be purely government business.

In July 1892 the Transit trade ceased almost entirely, and the effect on Foreign importations was immediately perceptible. Opium, in this year, also fell off, chiefly owing to short production in India and consequent enhanced prices.

The year 1893 was remarkable for extreme cold in January, and serious freshets and inundations in the autumn, which caused very serious damage to Rice crops. Other staples, however, notably Silk and Sugar, yielded abundant results, and did much to redress the balance.

In 1894 the outbreak of hostilities between China and Japan affected very seriously the coast trade of Canton, and difficulties were increased by the prohibition of exportation from the Yangtze of the grain on which the people of Kwangtung are so largely dependent. Trade was not improved, either, by the first appearance of the bubonic plague early in the spring.

In the spring of 1895 peace was concluded between China and Japan, and trade improved to the extent of 5 million taels over the figures for the previous year, and even better results might have been attained, but for the feeling of insecurity produced by the serious recrudescence of robbery and brigandage, even under the very eyes of the authorities.

The year 1896 is remarkable for an abundant harvest, which not only yielded sufficient Rice for local needs, but left a surplus, which might have been sold and exported abroad with profit but for the unwise prohibition of the government. During this year, too, the Transit Pass system was placed on a better footing, with immediate good effect, as 86 Inward Transit Passes were taken out, as against only 1 in the previous year. Brigandage continued rife.

The conspicuous event of 1897 was the opening of the West River to Foreign trade, whereby the carriage of goods and passengers direct from Hongkong to the western limits of the province, and even into Kwangsi, became possible. The Transit Pass system expanded enormously, no fewer than 6,800 Passes being issued, covering goods inwards to a value of nearly 1½ million taels. Some goods under this protection went inland as far as Kweichow and Yunnan. A few Outward Passes were also used.

The prominent event in 1898 was the opening of the inland waters of the province to steam navigation by vessels of all nationalities, from which has resulted an ever-growing traffic,

which shows every tendency to still further increase. Steam vessels of the launch type are chiefly employed in towing Chinese boats with cargo and passengers, and are not themselves carriers to any noticeable extent. The Rice crops were small this year, and restrictions imposed on Yangtze Rice aided in enhancing the price of this food staple to an almost unprecedented figure. There was a remarkable increase in the exportation of Silk. Cases of brigandage were frequent, daring, and successful throughout the year.

A "record" was reached in 1899, in which year the value of the trade of the port rose 9 million taels above that of the previous best year—1895. The business done all round was good, and the inland navigation increased apace, a perfect fleet of launches plying to and fro between Canton and places inland. A Revenue of a little over 2 million taels is also a "best on record"; and it must not be forgotten that this result was attained in spite of the direct supply of merchandise from Hongkong to West River ports and similar direct exportations. Brigandage of a serious character continued. Plague cases were very few.

The ever-memorable, astonishing, and horrible events of the summer of 1900, in the North of the Empire, found a feeble echo down here; but the petty insurrection at Waichow was easily quashed, and the more serious attacks on Christian converts were stopped without great difficulty, the presence of Foreign gun-boats having undoubtedly a wholesome deterrent effect. The alarming disturbances in the North affected Canton's Export trade coastwise very considerably; but the coastwise importations fell off to no appreciable extent, the Native goods from 'Tientsin (chiefly Ground-nuts) having safely reached their destination prior to the Boxer outbreak.

In 1901 trade was satisfactory, taken altogether, though the continued disturbances in the North, in the early part of the year, were not without bad effect on the coast trade. Of vessels running under the Inland Navigation Rules, there were no less than 150,000 entries and clearances, representing an employment of 4,370,000 tons. The coast trade made a great recovery, and, generally, the outlook at the end of the decade now under review is promising. Transit trade extends steadily, and a competent authority has recently stated that "throughout the whole of this part of China the Transit Pass assures for the goods it covers immunity from further transit taxes." The West River trade has disappointed the hopes of many, and, as usual, the regulations are held to blame, whereas the slow development of commerce on this river is most justly attributable to natural causes—continued disorder, consequent insecurity, and sparse population. The suppression of brigandage would very soon result in a larger population, a feeling of greater security, more enterprise, and a prospering trade.

(b.) The consideration of the trade of Canton as a whole is very difficult, as the position of the capital city gives great facility to a junk trade, and many articles pay a lesser Duty when junk-borne; such cargo not coming under the cognizance of the Imperial Maritime Customs, our Returns do not afford a true guide to the value of the whole trade of the port. The remarks that follow are consequently based, wherever possible, on the general trade, rather than on Customs Returns. Some goods are entirely steamer-borne, and accuracy can be obtained from the Returns; some are entirely junk-borne, and particulars of the trade can only be obtained from the participants therein.

The Foreign Import trade has been very satisfactory throughout the decade, and promises well for the future. It has been affected adversely by the opening of the West River ports in 1897, prior to which Canton was the distributing centre for all riverine places; Fatsan, even, finds it now more convenient to obtain supplies from Samshui. The Transit Pass system has, however, benefited it to some extent, as indicated in the following tables:—

1.—FOREIGN GOODS CONVEYED TO THE INTERIOR UNDER TRANSIT PASSES, 1892-1901.

DESCRIPTION OF GOODS.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Cotton Piece Goods..... <i>Pieces</i>	2,960	...	...	370	3,119	48,573	25,347	80,938	104,276	150,896
" Yarn..... <i>Piculs</i>	22,173	...	...	30	501	20,547	34,817	41,657	9,576	16,934
Woollen Piece Goods..... <i>Pieces</i>	360	...	...	30	478	2,348	1,160	2,092	1,490	2,392
Metals..... <i>Piculs</i>	...	...	...	...	3	3,918	6,925	12,674	2,528	8,287
Cotton, Raw, Indian..... <i>"</i>	357	...	...	...	...	514	618	1,084	57	1,583
Matches, Japan..... <i>Gross</i>	12,000	...	...	...	22,100	591,392	699,550	527,125	383,766	492,345
Oil, Kerosene, American..... <i>Gallons</i>	59,970	...	...	...	198,490	1,691,950	804,800	1,496,110	346,450	436,600
" " Russian..... <i>"</i>	2,000	...	...	...	4,495	2,609,420	1,127,730	1,462,095	157,900	930,760
" " Sumatra..... <i>"</i>	...	...	...	...	...	2,552,930	3,749,055	980,110	546,800	374,450
Sundries, Unenumerated..... <i>Val., Hk.Ta</i>	60	84	...	...	1,712	18,271	9,539	29,871	42,982	147,381
TOTAL VALUE..... <i>Hk.Ta</i>	406,696	84	...	1,739	51,830	1,497,435	1,536,674	1,679,867	769,679	1,267,730
TRANSIT PASSES ISSUED..... <i>No.</i>	492	2	...	1	86	6,836	4,850	7,506	5,308	9,662

2.—NATIVE GOODS BROUGHT FROM THE INTERIOR UNDER TRANSIT PASSES, 1892-1901.

DESCRIPTION OF GOODS.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Sugar..... <i>Piculs</i>	300	...	254	8,952	42,046
Other Goods..... <i>Val., Hk.Ta</i>	10,856	266	...	...	13,230
TOTAL VALUE..... <i>Hk.Ta</i>	12,272	266	883	30,437	156,987
TRANSIT PASSES SURRENDERED..... <i>No.</i>	18	1	1	49	208

A French steamer is now running between Canton and Kwangchowwan, and opens a new line to trade.

There has been a notable increase in Cottons, and a growing demand for new goods, such as Printing Paper, Enamelledware, Toys, and Purses, which all points to a prosperous state of the people.

The principal Cotton Goods are White and Grey Shirtings, T-Cloths, Chintzes, Cambrics, Muslins, and Cotton Flannel. White Shirtings head the list, and have risen from 49,120 pieces, value *Hk.Ta* 137,535, in 1892, to 209,700 pieces, value *Hk.Ta* 660,721, in 1901, being the highest point touched; Grey Shirtings, from 33,000 pieces, value *Hk.Ta* 59,360, to 118,639 pieces, value *Hk.Ta* 260,127; T-Cloths, from 17,439 pieces, value *Hk.Ta* 28,745, to 33,036 pieces, value

Hk.Ta 77,676; Chintzes and Furnitures, from 5,882 pieces, value *Hk.Ta* 10,118, to 33,783 pieces, value *Hk.Ta* 75,899. These latter are used principally for lining teapot covers and silk embroidery for Native use. English Drills increased from 1,230 pieces, value *Hk.Ta* 3,263, to 7,543 pieces, value *Hk.Ta* 23,118. American Drills have practically ceased to appear, only 5 pieces being recorded in 1901; this is the only Cotton article that has decreased, the reason being that it is dearer than its English rival and not so easily dyed. Cambrics and Muslins have risen from 11,441 pieces, value *Hk.Ta* 9,471, to 29,757 pieces, value *Hk.Ta* 49,587. Cotton Flannel shows a great rise, from 260 pieces, value *Hk.Ta* 567, to 25,264 pieces, value *Hk.Ta* 106,295, and is strongly established in favour. Cotton Flannel from Japan made its debut in 1895, value *Hk.Ta* 10,693, and has secured its footing to the extent of *Hk.Ta* 79,401 in 1901. Japanese Cotton Crape first appeared in 1894, with a value of *Hk.Ta* 8,922, and rose to *Hk.Ta* 32,933 in 1901. Dyed and Plain Shirtings have risen from 1,402 pieces, value *Hk.Ta* 4,982, to 14,032 pieces, value *Hk.Ta* 49,660; the Figured variety fluctuated greatly up to 1898, when 722 pieces, value *Hk.Ta* 2,177, were imported, which rose to 13,280 pieces, value *Hk.Ta* 40,779, in 1901. Handkerchiefs increased from 2,700 dozens, value *Hk.Ta* 1,203, to 50,607 dozens, value *Hk.Ta* 23,895. Cotton Towels, generally of small size and used as handkerchiefs, have risen from 20,873 dozens, value *Hk.Ta* 7,437, to 36,966 dozens, value *Hk.Ta* 15,542.

Indian Cotton Yarn: our Returns are not a true guide to the trade in this article, as it has gone from steamer to junk, and back again to steamer, several times. It is, however, in great demand, and those concerned state that it has risen both in quantity and value; but exact statistics are not to be obtained. The total imports given by leading buyers are 15,000 bales (45,000 piculs) a year from 1892 to 1896, and 20,000 bales (60,000 piculs) a year from 1897 to 1901. The imports of English Yarn are given as 500 bales for the first half of the decade and 1,000 bales for the second half. Only the finer makes are required. Japanese Yarn is not in favour. The following table shows the amount of Yarn steamer-borne:—

IMPORT (NET) OF COTTON YARN, 1892-1901.

—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
English.....	1,902	2,558	1,662	2,021	2,142	2,491	1,406	1,725	1,229	1,457
Indian.....	157,142	120,658	161,051	124,629	94,200	127,231	61,874	46,585	10,490	16,588
Japanese.....	...	4	...	...	...	852	90	111	39	45

Singlets, chiefly Japanese, have been in fluctuating demand; but Socks have improved their position from 34,641 dozens, value *Hk.Ta* 13,331, to 128,165 dozens, value *Hk.Ta* 93,277, and promise to continue in request.

Foreign Drugs and Medicines have improved from *Hk.Ta* 9,887 to *Hk.Ta* 31,280. They are largely introduced by Chinese returning from abroad. Scott's Emulsion seems to be highly in favour for weakly children.

Foreign Brass Buttons have decreased greatly; but this seems due to their place being taken by Fancy Buttons. These latter first appeared in 1897, value *Hk.Ta* 8,569, and *Hk.Ta* 8,824 in 1901, but touched *Hk.Ta* 16,741 in 1900.

India-rubber Shoes, which at the beginning of the decade stood at *Hk.Ta* 16,867, rose to *Hk.Ta* 33,367 in 1896, but have receded to *Hk.Ta* 9,256 in 1901. This is said to be due to the West River supplies being drawn from Hongkong; and we must expect that this direct trade between Hongkong and the West River will gradually affect other items at present coming to Canton for distribution.

Woollen Goods, in this semi-tropical district, cannot be expected to be much required, yet the demand, such as it is, has steadily risen. English Camlets started with 3,959 pieces, value *Hk.Ta* 39,030, and closed with 6,578 pieces, value *Hk.Ta* 79,000. Broad, Medium, and Habit Cloth rose from 543 pieces, value *Hk.Ta* 11,146, to 1,287 pieces, value *Hk.Ta* 33,721; Long Ella, from 658 to 1,683 pieces. In 1892 122 pairs of Blankets, value *Hk.Ta* 366, passed the Custom House; but in 1901 this had grown to 3,065 pairs, value *Hk.Ta* 13,869. The number passed through the Customs in no way represents the true amount imported. Some 400,000 Native passengers come into Canton yearly, and each person is allowed to bring a pair of Blankets with him. This privilege would account for a large number coming in, even if it were not abused; but, as it is, a somewhat risky business is done by distributing Blankets among blanketless men, for use on the voyage, and re-collecting them after they have been landed. It can be seen that a large number can be brought in almost without creating suspicion.

Metals have been in favour, but, as the bulk is carried by junk, the value of the trade cannot be ascertained.

The most noteworthy lines of Foreign goods which have made their appearance during the decade are Coal from Tonkin, Printing Paper, Enamelled Tinware, Morphia, Leather Purses, and Imitation Vermilion.

Tonkin Coal has gradually risen from 25,239 tons in 1893 to 31,818 tons in 1901. It is chiefly used by blacksmiths and glass factories.

Printing Paper made a modest appearance with 5 piculs in 1894, in 1895 it was absent, in 1896 81 piculs arrived, and it has since steadily risen until it has reached 20,584 piculs, value *Hk.Ta* 109,605. It is a common, cheap, white Paper, made from wood pulp, and manufactured in Austria, Sweden, and Norway. It is used for newspapers, wrappings and labels, and, after being dyed, for visiting cards and joss paper. It has dropped in value from *Hk.Ta* 7 a picul to *Hk.Ta* 4.50.

Enamelled Tinware, in the shape of basins, mugs, plates, cuspidors, etc., has filled a want, and meets with a growing demand amongst the middle classes. It appeared first in 1896, *Hk.Ta* 431, and rose to *Hk.Ta* 12,334 in 1901.

Morphia has made a mark since its appearance in 1894, rising from *Hk.Ta* 854 in that year to *Hk.Ta* 13,644 in 1901. It is made up in medicine shops into pills and lozenges, and sold as an antidote to opium-smoking. Unfortunately, in addition to this beneficial use, it is used for injection, and has at times been in much demand, as it produced the same effect as opium-smoking at a lesser cost. In this way it has done much harm, and the officials have found it necessary to do their utmost to suppress this abuse.

Phonographs are toys which have struck the Native fancy. On their advent in 1896 their value was *Hk.Ta* 851; it had risen to *Hk.Ta* 15,499 in 1899, but has since declined to *Hk.Ta* 2,077. The demand would naturally be a fluctuating one. Blank films are imported, and used to record Native music and songs, to which the somewhat metallic squeak is very well suited.

Cotton Crimps were introduced in 1899, value *Hk.Ta* 1,676; in 1900, *Hk.Ta* 6,098; in 1901, *Hk.Ta* 5,714.

Mercerised Cotton Cord and Woola have come in during the last two years. Much was expected of them; but they have proved disappointing.

Leather Purses, from Germany, Japan, and England, are in growing demand amongst the middle classes, and are likely to increase, as small coins, both copper and silver, are more and more taking the place of copper cash. In their first year they reached *Hk.Ta* 5,810, and rose to *Hk.Ta* 12,669 in 1901.

Imitation Vermillion has been coming in, and, on account of its cheapness, is likely to be in increasing demand.

Japan Matches have continued in request, and have come into greater favour in the latter part of the decade.

Aniline Dyes: importations have risen in value from *Hk.Ta* 100,418 to *Hk.Ta* 197,175, while the price has dropped.

Silk Noil Yarn: this is a coarse cloth, made in Europe from Waste Silk, the colour much like that of tussore. It is used by the middle classes for under-garments, and is rapidly coming into favour. It has risen from 63 piculs, value *Hk.Ta* 3,206, to 1,313 piculs, value *Hk.Ta* 85,110.

Kerosene Oil is much appreciated, for its cheapness and the good light it gives, and is in ever-growing demand. It is impossible to give returns of any value, as this is one of the articles which patronise steamers and junks in turn. As mentioned later on, an Oil tank is being built, and there is little doubt that this trade will grow largely. The convenient size of the boxes for transportation are in its favour. But little Sumatra Oil has come, though it is now being imported in bulk. From the table of importations in Foreign bottoms given below, it will be seen that bulk Oil was first introduced here in 1901:—

IMPORT (NET) OF KEROSENE OIL, 1892-1901.

—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
American	2,584,510	494,400	45,050	21,365	216,945	1,802,425	1,011,440	3,026,640	906,667	4,145
Russian	748,600	289,760	7,550	100	8,990	2,686,680	1,419,630	3,237,565	291,000	...
Sumatra .....	...	...	...	...	...	2,673,020	4,005,055	1,448,015	639,960	...
„ in bulk .....	...	...	...	...	...	...	...	...	...	336,010

Window Glass has risen from *Hk.Ta* 21,028 to *Hk.Ta* 36,050; but it reached as high as *Hk.Ta* 58,186 in 1897.

Exports show a decrease generally in our Returns. This, however, does not mean that the demand for Kwangtung products is on the wane, for the demand far exceeds the supply, but that the greater part of the trade is junk-borne to Hongkong, which is cheaper for Native and more convenient for Foreign merchants. In many cases a cargo goes by junk and is transhipped direct into the ocean steamer at Hongkong.

Decorated Glass Bangles appeared in 1895 to the extent of 2,673,490 pairs, value *Hk.Ta* 23,190; in 1901 the number had fallen to 2,392,853 pairs, but the value had risen to *Hk.Ta* 60,440. Plain Glass Bangles have fallen during the last six years, as the Indian markets, the chief buyers, are now supplied with a cheaper and superior article made in Germany.

The exportation of Cassia Lignea has been fairly even, but the 4,958 piculs in 1892 were valued at *Hk.Ta* 30,280, and the 4,214 piculs in 1901 at *Hk.Ta* 50,911. The bulk of this is junk-borne to Hongkong. In 1893 many plantations were destroyed by severe frost. Heavy losses are said to have occurred in this article during the last few months, owing to a cheap chemical article having taken its place in Europe.

Chinaware has been in increasing demand, rising from 4,176 piculs, worth *Hk.Ta* 51,503, to 6,812 piculs, worth *Hk.Ta* 90,322. At one time it was feared that Japanese porcelain would drive out the heavier Chinese ware; but the former has lost favour, owing to its sameness and fragility, and the latter has gained in appreciation, on account of its strength. The reproduction of antique shapes is also stimulating the demand.

Canes, steamer-borne, have dwindled from 6,414 mille, worth *Hk.Ta* 65,112, to 637 mille, worth *Hk.Ta* 7,766. This, however, does not imply that the trade has decreased, but that a larger portion of it is junk-borne.

Palm-leaf Fans have fallen from 10,358 to 1,042 mille. This, again, is because the carriage has reverted to junks.

Sugar has fluctuated greatly, the reason being that routes have been changed according to the advantages offered. Of late, stocks which went direct from the producing districts to Hongkong have come under Transit Pass to Canton. The cane pest has made an unwelcome appearance at intervals; but the trade is a flourishing one. Notwithstanding the cane pest destroying the plantations before coming to maturity, resulting in a failure of crops during the season of 1900, the Customs Returns show a very small decrease in the export trade for 1901. The reason for this is that, formerly, Sugar from Waichow for Hongkong went *via* Shsklung; during the last few years it was found that, by evading the Likin dues at Shsklung under the Transit Pass privileges, and bringing the Sugar to Canton, repacking, and forwarding it to Hongkong by steamer, it could be landed cheaper at the latter port than by the old route in Native craft. The following table gives the amount of Sugar exported each year during the decade:—

—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
Brown	64,869	81,690	68,412	160,450	166,275	102,313	151,282	168,489	158,313	145,931
White	400	461	925	2,233	26,673	1,023	9,943	2,895	7,768	200

Matting has largely increased, the quantity having risen from 255,000 rolls in 1892 to 430,000 rolls in 1901—an increase of nearly 70 per cent. The year 1896 showed the largest export, namely, 600,000 rolls. The principal causes of this were the revival of trade in America in the latter part of 1895, and, early in 1896, cheap silver and consequently low laying-down cost, and the prospect of a change in the American tariff in 1897. About two-thirds of the Matting goes by junk to Hongkong from Canton and Tungknn. The following statement shows the quantity of Matting exported from Canton, during the decade, by both Foreign steamers and Native craft; the bulk of the trade is with America, New York being the principal market:—

	Rolls.		Rolls.
1892	255,000	1897	300,000
1893	310,000	1898	400,000
1894	233,000	1899	450,000
1895	386,000	1900	460,000
1896	600,000	1901	430,000

The above figures do not include shipments to Europe—this amounts to about 40,000 to 50,000 rolls a year. With such a fickle market as that of the United States to govern the trade, dealers cannot regulate the production according to demand. Were they to cultivate more straw, they might easily find themselves with large stocks remaining unsaleable on their hands. Last year the business was below the previous year, owing to American buyers having carried forward large stocks from 1900 which they wished to dispose of before ordering more. A revival of trade is expected, as prospects are favourable and the season has opened well.

The demand for Raw Silk increased very steadily until the year 1900, when there was a decrease of nearly 9,000 piculs, but it recovered its normal condition again in 1901. The trade in 1892 was 20,890 piculs, against 36,449 piculs in 1901. The highest figures reached were 37,172 piculs in 1899, this being the largest export ever known. The industry has been most satisfactory, and has increased, owing to its profitable nature. The total export of Silk by Foreign steamers to Hongkong, for Foreign countries, during the decade, has been as follows:—

YEAR.	Fine Raw.	Thrown.	TOTAL.	Wild Raw.	Cocoons.	Refuse.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
1892.....	20,787	103	20,890	1,601	841	13,309
1893.....	20,270	71	20,341	1,567	824	16,032
1894.....	20,441	65	20,506	916	639	17,553
1895.....	24,318	57	24,375	487	1,533	18,127
1896.....	23,223	62	23,285	419	627	17,683
1897.....	30,683	33	30,716	520	412	14,823
1898.....	33,852	1	33,853	125	30	9,330
1899.....	37,172	...	37,172	491	1	2,672
1900.....	28,206	15	28,221	307	836	4,774
1901.....	36,430	19	36,449	303	104	9,447

The quality of the reelings has improved immensely as filatures have increased and hand-reeled Silk has proportionately declined. This has had a very bad effect on the Silk Piece Goods trade, not only by diverting and raising the price of labour, but also by increasing the value of Cocoons to such an extent that it hardly pays the countryman any more to produce the Silks which are principally used by Native manufacturers. The following table shows the export of Tsatlees and Filatures each season during the decade:—

SEASON.	Tsatlees.	Filatures.	TOTAL.	SEASON.	Tsatlees.	Filatures.	TOTAL.
	Piculs.	Piculs.	Piculs.		Piculs.	Piculs.	Piculs.
1891-92.....	4,659	12,146	16,805	1896-97.....	2,411	22,210	24,621
1892-93.....	4,171	18,687	22,858	1897-98.....	1,933	22,727	24,660
1893-94.....	1,951	16,438	18,389	1898-99.....	2,655	34,055	36,710
1894-95.....	2,159	18,179	20,338	1899-1900.....	2,375	34,612	36,987
1895-96.....	2,474	20,629	23,103	1900-01.....	1,037	31,038	32,075

The trade in Refuse or Waste Silk has naturally followed the upward course of the Raw Silk, but the bulk of it is junk-borne. During September 1900 the value of this article on the London market went down, owing to the failure of a large spinner and speculator, but had recovered again to some extent before the close of the year. The total export of Waste Silk (including Pierced Cocoons and Punjam Books, which are used as Waste) by Foreign steamers and Chinese junks to Hongkong, for Foreign countries, during the decade, has been as follows:—

	Piculs.		Piculs.
1892	21,064	1897	26,332
1893	19,862	1898	32,138
1894	19,908	1899	34,070
1895	23,358	1900	22,137
1896	20,401	1901	27,980

Canton has always been famous for its Preserved Ginger and Sweetmeats; but the trade has gradually decreased, as it is cheaper to export the raw material to Hongkong, where there are now large factories for preserving it. A large quantity of Preserved Ginger is also now manufactured in England from West Indian Ginger. The total export trade in Preserves during the decade has been as follows:—

QUANTITY.	VALUE.	QUANTITY.	VALUE.
Piculs.	Hk.Ta.	Piculs.	Hk.Ta.
1892	14,678 150,220	1897	3,688 35,091
1893	13,738 127,722	1898	2,145 19,880
1894	3,508 32,884	1899	2,714 26,923
1895	3,568 33,527	1900	2,577 28,035
1896	3,390 30,345	1901	3,323 39,867

The export of Canton Black Teas amounted in 1892 to 65,106 piculs, but in 1901 it had dwindled to 6,656 piculs; and that the importance of the Tea trade of Canton is a thing of the past, will be seen from the following table, provided by the chief firms concerned in the trade:—

EXPORT OF TEA, 1892-1901.

YEAR.	Congou.	Souchong.	Orange Pekoe.	Scented Caper.	Oolong.	Pouchong.	TOTAL BLACK.	Young Hyson.	Hyson.	Gun-powder.	TOTAL GREEN.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
1892.....	19,262	273	1,777	43,313	161	320	65,106	12	7	...	19
1893.....	6,709	54	961	16,596	11	75	24,406	...	5	...	5
1894.....	10,562	16	1,646	72	...	60	12,356	...	16	8	24
1895.....	8,744	4	1,297	...	3	42	10,090	...	6	...	6
1896.....	10,197	8	503	16	2	142	10,868	17	15	...	32
1897.....	12,923	100	448	1	2	25	13,499	...	2	...	2
1898.....	9,768	4	4	73	3	63	9,915	...	5	105	110
1899.....	7,922	...	436	104	11	7	8,480	...	8	...	8
1900.....	10,622	1	80	...	11	...	10,714	...	6	...	6
1901.....	6,450	...	167	36	3	...	6,656	...	53	...	53

No statistics are obtainable of the export of Tea to other countries; Australia, America, the Straits, and the Continent of Europe all take a little, varying in extent from year to year, but never assuming important figures. There is a considerable trade done by Native Tea hong in Pouchongs, which are shipped wherever any community of Chinese is to be found, all over the world; but of the volume or particulars of this trade it is quite impossible to obtain any reliable statistics whatever. The total export of Black Tea by Foreign steamers and Chinese junks, for Foreign countries, during the decade, has been as follows:—

	<i>Lb.</i>		<i>Lb.</i>
1892	9,520,177	1897	5,889,288
1893	7,421,307	1898	5,152,832
1894	7,813,990	1899	5,930,009
1895	7,510,177	1900	3,890,908
1896	6,302,546	1901	3,670,589

Whether the Canton Tea trade will to some extent recover, in consequence of the recent reduction in Duty, remains to be seen; but it is to be feared that this remedy comes too late to do any good, and there are no signs of other restorative measures (e.g., better preparation) being taken.

Silk Piece Goods manufactured in Canton for the Foreign markets, consisting mainly of Pongees and Pongee Handkerchiefs, have fallen off greatly. Shawls to Spain and Central and Southern America have given place to the more modern fashions; but fine Silk Embroideries, on satin, pongee, and pongee crape, are reviving, owing to their superior quality to Japanese goods. Canton also supplies the northern ports of China with considerable quantities of Silk Piece Goods, Silk and Cotton Mixtures, Silk Ribbons, Silk and Cotton Ribbons, and other Silk products.

The demand for Straw Mats has been steadily on the increase throughout the past 10 years. In 1892 the quantity exported was 646,636 pieces, and in 1901 it had reached 1,175,028 pieces.

The demand for Human Hair in Europe is steadily increasing, and at one time grew to such an extent that the quality greatly deteriorated. For some months the demand, regulated by fashion, stopped; now, however, it is gradually increasing again.

Pigs Bristles enjoy a growing demand.

Paper: the export of this article to Foreign countries has dwindled to one thick variety, which is used for lithographing music.

Black-wood Furniture, decorated with marble or mother-of-pearl: the demand in the United States and Europe for this kind of Furniture has steadily increased, but the make and finish of years ago are now lacking.

Few Exports of note have made their *entrée* during the decade. Birds Feathers appeared first in 1896, valued at *Hk.Tta* 3,974, and increased to *Hk.Tta* 26,946 in 1901; the highest point reached was in 1899, *Hk.Tta* 75,706. These are quill Feathers, in great request for millinery purposes. Old Silk Embroideries also appeared in 1896, value *Hk.Tta* 2,763; but in 1901 they had reached a value of *Hk.Tta* 9,250. This is Old Embroidery collected from all parts of the Empire, and exported to Foreign countries, where it finds a ready sale. Grasscloth Embroidery made its appearance in 1892—the trade was then some *Hk.Tta* 7,000; it is now *Hk.Tta* 45,000, and is increasing, supply being unable to meet the demand.

The total value, in silver, of Imports and Exports—at least, of that portion of the Canton trade which is recorded by the Foreign Customs—has increased from *Hk.Tta* 46,754,151 in 1892 to *Hk.Tta* 60,845,410 in 1901, showing an increase of about 30 per cent. in the decade.

The value of Imports from Foreign countries has increased from *Hk.Tta* 12,494,853 in 1892 to *Hk.Tta* 16,492,112 in 1901, showing an increase of about 33 per cent., the principal items being Opium, Cotton Yarn, Cotton Piece Goods, Kerosene Oil, and Japan Matches.

With regard to the value of Exports to Foreign countries, we have to report an increase of about 25 per cent., the principal item being Raw Silk.

Considering the unsettled state of affairs in China during the past few years, the Exports to Native ports have kept up fairly well. We have also to note an increase in the value of Imports from the coast ports: in 1892 the value was *Hk.Tta* 15,373,532, against *Hk.Tta* 20,716,958 in 1901, showing an increase of about 33 per cent., the principal articles being Peas, Beans, Sesamum Seed, Ground-nuts, Rice, Wheat, Bean and Ground-nut Oil, and Silk Piece Goods.

(c.) During the decade the highest Revenue was that of 1892, which amounted to *Hk.Tta* 2,342,591; it gradually dwindled to below *Hk.Tta* 2,000,000; but in 1901 it went up to *Hk.Tta* 2,159,627, the highest point reached since 1892. On the 11th November 1901 an effective 5 per cent. Import Duty was substituted for the specific Tariff, and the Duty-free list was cancelled, with a few exceptions; but Duty and Likin on Opium and Duty on Exports remained as before. This has had little effect on the collection, as, before its inauguration, big stocks of articles to which the new rate was inimical were rushed in, goods of inferior value being

kept back to benefit under the change. Thus, the conditions of trade were altogether abnormal during the last two months of the year, and comparisons of the results with those of other years become valueless. That the Revenue should be so well maintained, in spite of the shrinkage in so valuable a staple as Tea, evinces the healthy vitality of the general trade of the port.

(d.) The following table shows the yearly import to Canton of Foreign and Native Opium during the decade:—

YEAR.	CRUDE FOREIGN OPIUM.		BOILED FOREIGN OPIUM.		NATIVE OPIUM.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Piculs.	Hk. Tl.	Piculs.	Hk. Tl.	Piculs.	Hk. Tl.
1892.....	10,819	5,054,519	0.57	511	51	12,717
1893.....	9,215	4,344,035	0.04	35	...	...
1894.....	7,631	4,153,020	1.92	1,834	1	345
1895.....	5,992	3,370,659	7.03	6,271	46	15,322
1896.....	5,325	2,770,294	5.22	4,019	17	5,100
1897.....	5,549	2,787,710	9.17	6,793	...	...
1898.....	5,876	3,057,492	3.14	2,353	...	...
1899.....	6,909	4,037,848	1.94	1,569	5	1,944
1900.....	6,914	4,313,792	0.74	596	55	23,520
1901.....	8,009	5,077,766	4.51	3,915	110	51,382

The figures show considerable fluctuation, with a downward tendency, 1892 showing a decrease of 2,000 piculs as compared with the previous year.

The main cause of the immense falling off in the Foreign Opium—in the absence of any change of trade principles at the place of consumption or in the number of smokers—must be attributed to market conditions in India. The decade opened with weather unfavourable to a productive growth of the poppy, and the crop was, in consequence, very short. This induced the Indian Government to curtail the monthly sales of the drug, while the closing of the Indian mints also caused a further rise in prices, which naturally checked demand and stimulated the supply of Native Opium, to the use of which smokers have now, to a great extent, gradually accustomed themselves. The quality of the Native drug steadily improved, and, on account of its cheapness, found favour as an admixture with the Foreign product, while, as the poppy seed could be sown in October and the juice extracted in February—before the spring rice was to be sown,—the owners of paddy fields were only too anxious to reap this additional advantage from land which otherwise would have been lying idle.

During 1892 and the following year, when the cultivation was first introduced in the Heungshan and Tungkun districts, some 20 catties of Opium could be got from 1 *mu*, and the price realised was about \$5 per catty; but neither soil nor climate in the Canton delta has proved favourable to poppy cultivation, so it has not been persevered with.

The desire to procure the Foreign drug at as low a price as possible gave an impetus to smuggling, and during the first half of the decade large quantities of Opium are known to have been illegally landed, from Singapore junks, along the coast to the west of Macao and at Hainan, and thence distributed to consuming centres where it could undersell the Duty-paid

article. Drug from Hongkong, too, found its way down the west coast, and was landed at points where it could evade payment of Duty and Likin.

Morphia was introduced in 1894, and also checked consumption (*vide (b.)*).

In 1895 and 1896 the continued fall in the import of Foreign Opium, and the immense amount of Yunnan Opium used, pointed to the Foreign drug going out of favour; but it has steadily recovered its position during the last four years. It is impossible, however, to ascertain how much Native drug is brought into consumption in Canton. The demand for either variety of the drug is chiefly a question of price; but the production of Native Opium is restricted by heavy taxation, which enables the Foreign to hold its own.

It is worth remarking that, though the quantity of Foreign drug imported in 1901 is considerably less than in 1892, yet the silver value is higher.

(e.) The following table gives the average rate of exchange in sterling for the Haikwan tael each year during the decade:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
s. d. 4 3	s. d. 3 9	s. d. 3 1	s. d. 3 1	s. d. 3 2	s. d. 2 11	s. d. 2 10	s. d. 2 10	s. d. 3 0	s. d. 2 11

The quantities of local cash obtainable for the Haikwan tael during the same years were as follows:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Cash. 1,560	Cash. 1,540	Cash. 1,520	Cash. 1,500	Cash. 1,480	Cash. 1,460	Cash. 1,440	Cash. 1,420	Cash. 1,390	Cash. 1,410

The number of copper cash purchasable by the Haikwan tael has steadily fallen during the decade. Owing to the higher price of copper, the profit derivable from the minting of cash became smaller and smaller, and consequently there was no longer such inducement to produce them. In fact, numbers of the older cash, which contained a considerable amount of copper, were melted down surreptitiously, the price for which the lump copper sold being sufficient even to allow of such cash being bought at higher rates than the exchange market price. The authorities, alarmed at the scarcity of cash, endeavoured to suppress this melting down; but it was a crime almost impossible to detect, and would seem to have ceased only with the supply of such cash, for they are scarcely ever seen now. Stringent steps were taken to prevent the export of cash, *bond fide* passengers being allowed to carry only a very small quantity, the general rise in prices being attributed to the scarcity of the almost indispensable small coin. To meet the demand, inferior cash were coined—the result, as was to be expected, being a further drop in the exchange.

As far as the provincial capital is concerned, the solution of the difficulty seems to have been found in the production and use of copper cents. Even five years back such coins were so

lightly esteemed that a Native would leave a few cents change rather than be bothered with them, and when received in quantities (as in the Imperial Post Office) they were only exchangeable at a considerable discount; now, however, they are a common form of currency, and are at a premium, \$1 buying only 97 cent pieces, while cash are seen less and less. A fair criterion of the copper coin market can be obtained from the receipts of the Imperial Post Office: in 1896-97 cash were taken in such quantities that there were a considerable number to be exchanged monthly; but cents gradually took their place, and, practically, the only cash now received are those taken for single purchases of $\frac{1}{2}$ -cent stamps. It must, however, be added that this is partly due to the further rise in cash value being against the postal rate. Still, the same thing is seen in all transactions. Cents are both easier to carry and to reckon in, and, judging from the past five years, they will more and more supplant cash—a change which will be to the advantage of all save exchange shops.

The small coin, whatever its denomination, being the ultimate factor in determining cost of production, its enhanced value relative to silver coinage has caused a general rise in prices. The commonest necessities of life have steadily risen in cost, especially during the later years of the decade; and there has been a general obligation to raise the pay of silver-paid Foreigners and Natives. It is true, nevertheless, that a part cause of this advance in prices is due to a much-increased scale of luxury amongst Natives—Foreign oils, wines, tobacco, flour, matches, cloth, etc., taking a place formerly filled by Native articles.

The whole question of exchange is immensely complicated in Canton, and while it is certainly not understood by Foreigners who have endeavoured to master it, it is doubtful whether it is understood by Native merchants, or even the banks themselves. A very considerable quantity of Foreign bank notes, especially of the higher values, are in circulation here; this was one of the causes of the dearth of notes in Hongkong which led to an extra issue by the banks. The rate of exchange on Hongkong is usually some 2 per cent. Hongkong clean dollars are often at that premium here; hence, notes are eagerly bought for remittance purposes, and carried down by passengers. This would seem to be recognised by the steamer companies, as they claim to charge the freight on silver or notes handed by a passenger to the ship for safe custody, if the sum is in excess of what he might reasonably be expected to require to carry with him. An astonishingly large amount of money in the form of notes is sent down through the Native postal hongs, at owners risk. No system of registration is adopted, and matters would seem to be aggravated by the value of the contents being invariably written on the cover; but, though these covers are handled by the letter-carriers precisely as ordinary letters, they are practically always safely delivered, which says much for the honesty of the carriers. Cheques on Hongkong are, for the same reason, at a premium. Twice during the decade notes have been at a discount for a few months, it being then next to impossible to obtain whole dollars, except at a heavy premium, whatever the purchasing medium offered, and an incredible number of notes have come into circulation. It would thus appear that a scarcity of dollars was responsible for this reversal of the usual exchange. The market currency is the local tael, but sycee is mostly conspicuous by its absence; hence, dollars are the actual medium used in most payments, 100 taels weight of full dollars equalling *Canton Tls* 99.7. But full dollars are never paid, subsidiary coins taking their place in part; the amount nominally

receivable in small coinage is 30 per cent., but it is actually regulated simply by the bargaining abilities of the parties concerned. In all small transactions subsidiary coins only are used, as, though they are generally at a discount of over 2 per cent. in exchange for full dollars, they are accepted up to a dollar or two at their face value. Dollars of other provinces are at a discount or refused. Imported, as distinguished from China-made, clean Mexicans are at a premium. Chopped Hongkong dollars, yen, and the product of the local Mint whether clean or chopped are all of the same value. The only dollar recognised as "clean" is the imported Mexican; all others, though in the condition they left the mints, are considered "chopped." Individual idiosyncrasies lead to individual preferences for some particular variety of dollar, and a coin refused as bad by one man will be readily accepted by another, until it often appears that, though so many rates of exchange exist, one dollar is practically as good as another.

(f.) The values of Imports on arrival and of Exports on shipment—calculated by taking the values given in our Returns and deducting the Duties (together with 7 per cent. for charges) in the case of Imports, and by adding the Duties (together with 8 per cent. for charges) in the case of Exports—were as follows each year during the decade:—

YEAR.	IMPORTS: Value at Moment of Landing.	EXPORTS: Value at Moment of Shipment.	BALANCE IN FAVOUR OF	
			Imports.	Exports.
	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>	<i>Hk. Tls</i>
1892.....	24,061,073	21,119,329	2,941,744	...
1893.....	21,211,893	20,356,394	855,499	...
1894.....	24,293,323	20,043,226	4,250,097	...
1895.....	26,567,823	22,894,158	3,673,665	...
1896.....	23,012,028	22,753,577	258,451	...
1897.....	24,112,836	25,452,652	...	1,339,816
1898.....	22,945,431	26,400,630	...	3,455,199
1899.....	28,323,737	29,859,594	...	1,535,857
1900.....	28,064,927	23,420,841	4,644,086	...
1901.....	32,501,976	26,283,213	6,218,763	...

The balance has thus been in favour of Imports for seven years out of the 10, and in many instances to a very considerable amount; but it must be recollected that foodstuffs—Rice especially—are very largely responsible for this, and that the Rice imported for the use of the people is less expensive than that locally produced.

(g.) There being no census, the population of Canton can only be estimated roughly. In 1891 it was estimated at 1,800,000, and was said to have been steadily increasing during the previous years. The increase has since continued, and the estimate of 2,400,000 is probably not over the mark for the numbers afloat and ashore.

Year by year the suburbs spread farther afield in all directions, the former suburban retreats being now lost in dense streets. The well-to-do class have steadily extended towards the west. Honam, divided by the river from Canton, has become more and more built over each year, and there are many godowns, matting establishments, and branch offices of business firms there, and it is the head-quarters of the launch-building yards, engine shops, coal yards, and ship chandlers. Land, in this direction especially, has risen in value; many of the fish and

lotus ponds have been filled in and built on, and the rate at which such work is progressing gives promise that such ponds will soon cease to exist within a mile of the northern end of Honam—a consummation to be greatly desired from a sanitary point of view. On the Fati shore houses have increased, and a brisk business is done by Native boat-building yards, mud docks, wharves, etc. Many ferry-boats ply between Canton and the opposite banks of the river; the traffic between the city and Honam is, in fact, so considerable that the construction of a bridge has been mooted, the rocky stretch above Dutch Folly Island commending itself to the easy construction of such a connexion in a central part—but for years to come this idea will probably not advance beyond the regions of suggestion.

On the southern boundaries of Fati the German Mission has purchased several ponds, which, being filled in, give an excellent river-side property, on which have been built schools and houses to replace former establishments destroyed by fire in the city.

The floating population, living in boats of all sizes, is a very big one, and has naturally increased with the demand for boats. In addition to the residents in the city, there is a very considerable number of all classes who enter and leave daily by the many passenger-boats which run to and from the neighboring villages with more than the regularity of the Foreign suburban train.

The Foreign population has increased from some 380 in 1891 to 577 in 1901; of these, a large number are missionaries living inland. The mercantile and official residents on Shamien have increased considerably, both by additions to the former staffs and by the establishment of new firms, there being 35 firms in 1891, as against some 58 in 1901. Several of the smaller firms, dealing in sundries, have opened branches in the city of late years.

The steam-launch traffic, on the West River and inland waters generally, has increased by leaps and bounds, and gives employment to a great number of Chinese, not only as sailors on board the vessels themselves, but in Native dockyards, where the launches are repaired and even built. The following table shows the number of launches measured for tonnage each year during the decade:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	TOTAL.
5	13	6	10	20	30	48	92	100	61	385

The number of launches plying inland each year since the introduction of the Inland Waters Steam Navigation Rules, in 1898, have been as follows:—

1898.*		1899.		1900.		1901.	
Foreign Flag.	Native Flag.	Foreign Flag.	Native Flag.	Foreign Flag.	Native Flag.	Foreign Flag.	Native Flag.
13	91	22	151	24	160	27	176

* Five months.

Appended I also give a table showing the enormous passenger traffic of Canton:—

PASSENGERS BY STEAMERS, 1892-1901.

YEAR.	PASSENGERS TO							
	HONGKONG.		MACAO.		COAST PORTS.		WEST RIVER PORTS.	
	Foreigners.	Natives.	Foreigners.	Natives.	Foreigners.	Natives.	Foreigners.	Natives.
1892.....	2,776	499,433	318	35,033	12	5,102	...	...
1893.....	2,419	563,518	427	44,339	33	6,297	...	...
1894.....	2,065	488,187	504	43,629	27	9,284	...	...
1895.....	1,990	437,135	479	51,300	9	14,190	...	...
1896.....	1,903	400,603	520	45,605	25	6,038	...	...
1897.....	2,461	433,206	595	49,690	38	5,745	59	5,032
1898.....	2,692	411,465	667	44,137	...	3,373	160	14,034
1899.....	3,169	446,545	979	40,000	13	1,375	144	11,167
1900.....	2,954	517,018	679	39,524	34	2,453	79	9,840
1901.....	3,407	537,256	716	37,216	...	1,184	122	10,352

YEAR.	PASSENGERS FROM							
	HONGKONG.		MACAO.		COAST PORTS.		WEST RIVER PORTS.	
	Foreigners.	Natives.	Foreigners.	Natives.	Foreigners.	Natives.	Foreigners.	Natives.
1892.....	2,908	465,593	224	37,255	24	5,657	...	...
1893.....	2,663	530,383	354	46,981	42	5,794	...	...
1894.....	2,222	494,873	399	46,252	43	5,615	...	...
1895.....	2,144	419,065	444	61,015	20	15,131	...	...
1896.....	2,269	388,286	381	47,479	23	7,858	...	...
1897.....	2,747	415,473	421	51,064	49	5,045	39	4,690
1898.....	3,070	510,812	552	43,399	48	4,855	165	12,353
1899.....	3,698	412,754	611	45,583	28	4,812	135	9,605
1900.....	4,137	484,350	496	39,925	37	5,620	93	9,140
1901.....	4,051	505,633	618	37,401	13	2,022	133	8,275

(h.) Local improvements *in esse* are not conspicuous; *in posse* they are many. The Bund commenced below the city, under the regis of His Excellency CHANG CHIH-TUNG, remains in the state to which it had attained 15 years ago. Several attempts made to complete the scheme, which would be of undoubted benefit to the port and the prosperity of the city, have proved unsuccessful, the *vis inertia* and the vested interests on the foreshore proving too great obstacles.

A scheme, commenced in 1900, for filling in the Wangsha foreshore, for a length of about 1 mile to the west of Shamien, has, in spite of much opposition, met with success at last. A considerable amount of filling in has been accomplished, and the work is being pressed on apace. The object is to bund the foreshore, to enable ships to come alongside and discharge straight into the godowns which are to be built. The present foreshore is occupied by a few godowns,

small tenements, fish markets, etc., and long lengths of rafts occupy the water frontage, together with sampans and small craft, while the river opposite the eastern end is the anchorage of rice junks and wood-boats. The successful completion of this work will enable the quick discharge of steamers and relieve the congestion in the harbour, while it will further trade. It is not unlikely, however, that the Hankow-Canton Railway may acquire this space for their depot.

Waterworks for the city have been much mooted, and there is crying need for them, water being scarce at all times, while towards the end of the winter wells give out, and the river becomes brackish in long periods of drought. There is a plentiful supply of excellent water to be drawn on a few miles up river. Apart from the constitutional objection and suspicion of anything new to which the Cantonese are so prone, there is a serious difficulty to be met in the manner in which the city is laid out, the narrow, winding streets, with their sharp turns, not lending themselves to the laying of mains of a size sufficient to carry the necessary amount of water. This difficulty, however, is not insuperable, and there are candidates in the field who are capable of overcoming it; and with the attention which has been given to it of late, it is to be hoped that the next Report of this series will record that this much-needed work has been carried out. In addition to the convenience it will afford, it will remove some of the causes of disease, and be an important factor towards confining the frequent fires within narrower bounds and reducing the usual "hundreds" of houses burnt to "tens." It is probable, or even certain, that the average householder would not find his water bill increased by such a supply, the cost of water carried from the hills or the river being considerable.

Railway construction, either to the North or to Hongkong, has not been commenced, though the date for such commencement has often been fixed; but the minds of the officials and gentry are being more and more turned in favour of such an undertaking, and it is felt that such works would alleviate distress, bring increased prosperity to agriculture and production generally, open up areas at present only tapped to a limited extent, tend to suppress brigandage, and thus incite people to labour, in the confidence that they will receive its fruits. Surveys have been made, and in the immediate vicinity of Canton the natural difficulties to be overcome do not appear great.

The roads in the city are kept in good order, and the country paths are generally excellent; but the latter have only to face foot traffic, the country-side being honeycombed with waterways.

In 1901 the limits of the harbour were considerably extended, to afford anchorage for the increasing shipping; and Foreign-owned godowns are being built, for the purpose of facilitating the quicker discharge of cargo and the more prompt despatch of steamers. Better control over the harbour, jetties, etc., has been established.

With regard to policing, this leaves so much to be desired that it may almost be said to be non-existent. Sneak thieves are very numerous in the streets; burglars are many—at times almost holding various neighbourhoods in terror; while the river, when times are bad, affords facilities to robbers to land in large bodies and seize a house, or even an outlying street, and go through it thoroughly, carrying off everything they fancy. The people have taken spasmodic steps to protect themselves, by raising police for each street or village; but without great success.

An attempt on the part of the officials to control the funds levied by the streets for this purpose met with the greatest opposition, and the management was perforce left in the hands of the householders. His Excellency LI HUNG-CHANG made great efforts, during his short period of office here, to cope with disorderly characters, strangling many or exhibiting them in cages in different parts of the city; but the good effect of his severe measures seems to have died out since his departure. A common form of theft is the raiding of houses of ill-fame and the carrying off of the inmates. As the official preservers of order are not expected to take any notice of such abductions, the owners of such houses keep a force of men to protect their streets and to maintain a strict watch; and such raids have to be carried out by a numerous body of men, and generally result in some free fighting. Such abductions from the sampans are far from uncommon, and these small craft crowd round Shamien at night, feeling safer there and in the presence of Foreign gun-boats proving a great protection to them; but at any time it is almost impossible to induce a sampan to cross the river after dark.

In 1899 "pirates" sent letters demanding subsidies, under various penalties, not only to Native, but even to Foreign firms; but without result of any kind. There is no doubt, however, that robbers interfered to a considerable extent with the bringing of goods to the port in 1899, and the blackmail levied by them on the wood-boats, which are helpless in their hands, has been one of the causes for the increase in the price of wood which is keenly felt by all classes. The suppression of "fantan," the introduction of steam-launches, and many other causes are assigned as the reason for the existence of these pests, who are supposed to be earning a living in the only way left to them; but the true cause is probably to be found in the facilities which the many waterways afford them for carrying out their depredations and escaping pursuit, such river thieves having always been numerous in the delta. The advent of the steam-launch, however, emphasised their existence, and specially drew the attention of Foreigners to them. Work for the unemployed on roads, etc., and a stricter policing of the waterways, would probably stamp these gentry out and restore such confidence, in many districts, that work would follow. It is almost necessary that this policing be carried out under Foreign supervision. Officials seem desirous of instituting such work, so we may hope that it will be undertaken; but it will have great difficulties to contend with. Attempts have been made, for the last few years, to stamp out the river robbers by stationing guard-boats, at short distances apart, on the waterways, with gun-launches or torpedo-boats patrolling between; but the information system of the pirates has been sufficient to enable them to make their attempts whenever the coast was clear, and but few red-handed captures have been made. A few men have been seized by Customs employés, and in 1899 a junk loaded with arms and munitions of war, which were being brought in by these robbers, was seized on the West River by a Customs launch, the pirate escaping by land. One way and another, a considerable number of pirates have been captured and executed by the authorities; but the public sentiment towards them seems to be somewhat like that entertained by the commonalty towards highwaymen in Europe in the earlier years of last century, a meretricious honour being conferred on the offender by his free, dashing life and easy bearing when retribution eventually overtook him. Attention to this matter is urgently needed, because insecurity to property means timidity among producers, restricted enterprise, and strangled trade.

The subject of street-lighting has been given considerable attention, and outside the walled city some six-tenths of the streets are, to a greater or lesser extent—the latter predominating,—lighted by electricity. The improvement is generally welcome, and, with a better supply than is now available, such lighting may be expected to increase. A considerable number of shops use electric light, some having private plant, the greater protection from fire proving a great inducement to its use.

By an agreement made between the streets, whenever a fire occurs, the houses, on being rebuilt, must be set back 2 *chi*, to give additional width to the streets. It is hardly needful to point out that any marked gain generally from this must be slow.

The streets, on the whole, are kept fairly clean, but there is an utter absence of sanitary precautions. The drains are cleaned every five years; and since the plague the officials have instructed the people to strive for cleanliness—but their efforts are, unfortunately, spasmodic.

(i.) The harbour of Canton has, during the last decade, silted up to an alarming extent. This is caused by the banks of the river being used as a dumping-ground for rubbish from the city, by natural deposit, and by sweepings, ashes, etc., thrown overboard from the hundreds of passenger-boats and steam-launches passing through the harbour daily. The berths at the line of buoys off Shamien have silted up from 3 to 4 feet, this being caused, to a great extent, by men-of-war continually occupying the berths since June 1900; as there is only just sufficient water to float them, the natural scour of the tide is prevented, and an unusual deposit has taken place. A considerable amount of dredging has been undertaken to remove these deposits, and further operations will be pushed on as fast as possible, this work being of the first importance.

In 1901, the restricted size of the harbour proving too limited for the requirements of the growing trade, its western and southern limits were extended—the southern limit to a line drawn east and west through Macao Fort, and the western limit to a line drawn S. 66° W. from the Five-story Pagoda.

In 1901 the rocks in the harbour off Shamien and Fati were surveyed, with a view to having them removed, and experts were called upon to give an estimate for the work; but the price demanded was prohibitive.

The junks and steam-launches which formerly anchored off Shamien have been shifted—the former to section 3 in Macao Fort Reach.

Sampans plying for hire in the harbour are now registered and numbered. This system has greatly reduced the confusion and annoyance caused by the rush of sampans at the steps off Shamien, as their number is limited to 75.

(j.) The additions to aids to navigation during the last decade are as follows:—

In 1893 a buoy was laid down to mark the Birds Nest Fort Rock, in Macao Fort Reach.

In 1898 a buoy was laid down to mark the Junk Rock, in Blenheim Passage.

In 1901 the High Island Barrier was removed, and the lights in the passage through the barrier were discontinued on the 15th September, and in their stead a green light was exhibited from a beacon erected on the northern point of High Island.

(k.) The year 1893 was remarkable for the unusual severity of the cold weather. In January frost and snow were experienced to a degree unknown before, and much damage resulted to cassia and delicate trees. In this year also heavy rains caused floods and consequent damage to crops.

In 1894 the bubonic plague made its first unwelcome appearance in Canton. Being a comparatively unknown disease, it caused greater terror than cholera, although the latter would probably have resulted in even greater mortality. It recurred in epidemic form during the next three summers, but since then has not been very prevalent. It is impossible to make even an approximate estimate of the number of deaths from this cause; but, apart from the mortality, great harm was done to trade, both from local demoralisation and from the quarantine enforced against Canton. The Chinese were stirred up to take some steps to keep their houses and surroundings in a less insanitary condition and to use disinfectants; but it is to be feared that this is only a transient movement, the old order quickly reasserting itself. As usual in such times of distress, much help was afforded by the well-to-do Chinese to their poorer fellows. According to Native opinion, animals are also victims to this disease; but the symptoms mentioned, where pigs are concerned, are remarkably like those of swine fever—and, in the case of cattle, like rinderpest, which is well known to exist here. Apart from plague, the neighbourhood has been fairly free from calamity.

In 1894 the war between China and Japan had an adverse effect on trade locally. In September of this year the "flower-boats" were destroyed by fire, with a considerable loss of life.

In 1895 the abortive SUN YAT-SEN rising caused a feeling of unrest and insecurity, throughout this district, out of all proportion to the seriousness of the conspiracy, judged from the ease with which it was crushed. For some years SUN YAT-SEN was a hugbear to the local officials, all rebellions, etc., being in the first place attributed to him—his name being made use of by any party wishing to create a disturbance.

1896 was notable for a most abundant rice harvest.

In 1900 the Boxer trouble completely upset trade, for a short time, by the great unrest it caused. There was, however, but little sympathy between the Cantonese and the Boxers, as it shortly became known that the latter were treating the Cantonese up North as enemies, and it was found necessary to raise subscriptions for the relief of the Cantonese in Tientsin, who were mostly brought back here in an absolutely destitute condition. As could only be expected, malcontents took advantage of the general unrest to suggest and threaten risings locally; but the firm attitude taken by the officials, especially where the safety of Foreigners was concerned, almost entirely crushed any local troubles. There was a rising at Waichow, which, from the alarm it caused in the city, appeared to be serious, but which was very quickly suppressed; an outbreak of anti-Christian feeling took place in Shuntak, and considerable destruction of property resulted; the other disturbances were small affairs. In October anti-dynastic feeling broke out in a new line, an attempt being made to blow up the Governor in his *yamen* with dynamite. A mine was dug from a house adjoining the *yamen*; but, owing to a miscalculation on the part of the miscreants, they failed in their object. Several houses, however, were destroyed, and many people killed and wounded. This introduction of anarchist methods

met with the greatest disapprobation from the public, and there was a general feeling of relief and pleasure when the offender was captured and executed. The rice harvest was exceptionally good this year.

In 1901 a passenger-boat was capsized, and later in the year a steam-launch, both accidents resulting in considerable loss of life. An accident of quite an exceptional nature, during this year, was the burning of the s.s. *Fushun* while lying at her moorings in the harbour.

Fires in the city, of greater or less magnitude, are a common occurrence, and none call for special mention.

(L) In September 1899 the Imperial Commissioner KANG I arrived in Canton, to inquire into the finances of the province and devise means for augmenting the revenue, especially by means of the Likin. As the result of consultation with the mercantile guilds, it was decided that the guilds should themselves collect the Likin, each merchant paying annually the amount due on his merchandise. The sum guaranteed to the government was Tta. 4,000,000 a year, Tta. 1,000,000 being paid in advance; but after five months working the scheme failed. The guarantors had subsequently to pay a further sum of about half a million taels before being freed of their liabilities. At the same time an annual subscription of Tta. 100,000 was raised on salt, each salt merchant adding 1 mace to the sale price of each bag of salt.

On the 22nd November 1899 H.R.H. Prince HENRY of Prussia arrived at Canton. His visit being official, he was received on Shamien by the Foreign and Native officials. On the following day he returned His Excellency the Viceroy's call, being carried in an Imperial yellow-covered chair; an escort of soldiers was provided by His Excellency, and the route was lined with soldiers. A reception was given by the German Consul on the first night of the Prince's visit, and on the following evening an entertainment was given by the German residents on "flower-boats" moored off Shamien.

(m.) During the decade there were held, at Peking, four metropolitan, three triennial, and one special examination, in which 64 Cantonese obtained the degree of *chin-shih* (進士), 17 of whom were afterwards selected to be Hanlin (翰林), and one, named CH'EN Po-TAO (陳伯陶), won the third wranglership.

(n.) It cannot be said that there has been any pronounced literary movement in the district, though the question of education has been given much favourable consideration.

A college to accommodate 80 pupils has been built in the western suburbs, by subscriptions raised by Cantonese abroad, the funds for its maintenance being provided by the local gentry. The staff is being selected, and the college should soon be in working order.

Late in 1901 two sites were selected, one in the city and one in Honam, for the establishment of free public schools under that already opened in Hongkong. \$100,000 have been collected for this purpose, and the scheme has met with the approval of the Viceroy.

The well-known Kuang Ya College (廣雅書院), established by Viceroy CHANG CHIE-TCUNG in 1890, is, under orders from Peking, to be converted into a university (大學堂); its curriculum will thus include Foreign as well as Chinese subjects. The public have been notified that students from the Liang Kwang will be admitted as soon as the funds allow.

The gentry have lately obtained the consent of the Viceroy to the establishment of another school, but the lines upon which it is to work are not yet known.

In March 1897 two departments were added to the Tung Wên Kwan, for teaching Russian and Japanese. The number of pupils in each is 40. The first examination for fully qualified students was held in December 1901. In the Japanese division 11 men were passed as fully qualified interpreters; in the Russian, four, but the standard of the latter was not high. The Chinese authorities of the Tung Wên Kwan were very well satisfied with the result shown by the Japanese department, but not so with the Russian; there is, however, a great difference in the difficulties presented to Chinese students by the two languages. A French department was added in May 1900, but has not yet had time to show results. During the 10 years under review the English department has passed 37 men as fully qualified. The number of students in this division is 70, who are taught by one English, one Chinese, and one assistant Chinese teacher. Many more are ready to join, but cannot be admitted, owing to insufficient funds.

There is a great desire among the Cantonese to learn English, and every year additional private schools are opened to meet the demand; but in many cases the teachers at these schools are by no means qualified to teach the subjects they profess, though the support they meet with shows the demand there is for education. The tendency amongst the Cantonese is to drop the old lines and to learn Foreign subjects, especially all branches of science; so it may be confidently hoped that the next decade will show a marked improvement in this direction.

(o.) The number of *hsiu-tsai* allowed to the province, twice in every three years, is 1,802 in 歲考 and 1,773 in 科考, respectively; and its total for the past 10 years amounts to 12,527. The number of *chu-jên* allowed in each triennial (正科) examination is 88, and special (恩科) examination, 108; its total during the period amounting to 480.

The population of the province is estimated at 25,000,000, of whom 50 per cent. can read and write, 30 per cent. can read but not write, while the remaining 20 per cent. can neither read nor write. Most of the ladies belonging to rich families have received a certain amount of education, and can read and write fairly well, while many of the poor are well educated by European missionaries.

(p.) This province of Kwangtung lies at the extreme south of the Chinese Empire, and has for neighbours, on the north, the provinces of Hunan and Kiangsi, and on the north-east, Fuhkien, while on the south it is bounded by the sea. The Pearl, East, West, and North Rivers, with their ramifying creeks, afford unrivalled highways for cargo and passengers; but the hinterland of the province is very hilly, and on the north the mountainous range known locally as the Pei-ling forms a barrier to intercourse with the rest of the interior of China. The heat is prolonged, very depressing, and damp; the climate being ill-suited for Foreigners; but the natives are an active race, though not so robustly built as the northern Chinaman. The soil of the delta is particularly fertile, and the province produces silk, tea, cassia, sugar, ginger, galangal, turmeric, tobacco, betel-nuts, star aniseed, indigo, hemp, and various fruits in profusion. Coal is found in small quantities, and various ores are known as existing and awaiting development.

(g.) The large amount of Native shipping at Canton is due to the advantages given to such craft by the position of the city on the Pearl River, with numerous creeks connecting at short distances with the West, East, and North Rivers. The variety of craft is due to the special requirements of the routes they follow or the trade they are engaged in. The largest are the 11 junks running regularly to and from Hongkong and Macao; these each carry some 5,000 piculs. About 100 junks, of 3,000 piculs each, are employed in trading to places on the immediate coast and in the delta. The profits made by these two classes are expected to amount to 20 per cent. Losses are rare, and the vessels last for many years, their original cost being from \$5,000 to \$8,000. No insurance can be effected on the vessel; but cargo to Hongkong or Macao can be insured, at 2.4 per mille, in two Native offices. Their crews number from 10 to 20.

The riverine trade is carried on by many varieties of craft, known by the name of the place where they are built and to which they trade. Their size or style is decided by the trade they follow and the natural conditions of the route. The West River junks range from 100 to 1,500 piculs, and are manned by from four to 24 men. The East and North Rivers being shallow, the craft running thereon do not exceed 500 piculs. It is not possible to give the figures of riverine trade profit; but neither vessel nor cargo can be insured. Losses are rare in the delta, but in the rapids and shallows of the upper rivers accidents are numerous, and too often attended by loss of life.

During the decade the number of Hongkong and Macao junks has decreased some 50 per cent., owing to the competition of steamers, while the up-river shipping has increased 20 per cent., to meet the requirements of the growth of trade.

An enormous passenger traffic exists between Canton and neighbouring places. Prior to 1898 the motive power of the boats was a stern wheel driven by coolie power—a method introduced by Foreigners; in that year the inland waters were opened to steam, and towing by launches was quickly substituted for the old method of propulsion. 250 launches are now busily engaged in this trade—a few as ferry-boats, but most in towing boats specially built to carry from 150 to 200 passengers. There are regular lines on all routes, and in some cases as many as four departures daily. The launches are mostly chartered at \$300 a month and all expenses paid. A few of the inland launches are from 100 to 300 tons, but the greater part are a 'mosquito fleet' of some 10 tons, the small creeks necessitating shallow-draught vessels. The passenger-boats are built on the lines of the old stern-wheelers, and, unhappily, form veritable death-traps in case of a capsize, the passengers being cooped up in two closely covered-in decks; but fortunately, though they are easily upset, as they are of very shallow draught and top-heavy, few accidents occur, the launches being well handled by their Native crews. Engines and boilers do not receive kind treatment; but no launch is now allowed to ply without those essential parts being inspected and tested by the Customs every six months. The accompanying map of the inland water district may be of interest. The pest to the traffic is pirates. During the last year of the decade 36 piracies were reported; though this is but the minutest per-centage on the number of trips, the losses to passengers total up to a large sum, and a general feeling of insecurity results. As a rule, no resistance is shown to the pirates—partly on account of the nature of the people, partly because the crowded state of the boats makes resistance difficult.

and renders it easy for the pirates to "hold up" their fellow-passengers; consequently, there have been but few deaths. In a few cases, however, fight has been shown, and lives lost on both sides. As a rule, the pirates are content to carry off the spoils and to allow the launch and boat to continue their journey; but they sometimes carry off the launch and use her for further outrages. They have even been known to charter a launch in Hongkong and take her off on a piratical cruise.

(r.) The 70 banks functioning in the city of Canton in 1892 have been increased by 30 new establishments. The old banks bitterly oppose this competition of new firms, and refuse to admit them into their combination or guild. General progress has increased the demand for banking facilities, and as from 8 to 15 per cent. can be readily obtained for interest on loans, it was a tempting demand to meet. The banks all work on the same lines; but as they are very close on the subject of their business, and it does not seem to be at all understood by the general public, it is most difficult to obtain any reliable information. Although the older establishments are supposed to form a combine, there does not appear to be any uniform rate among them for exchange, as several will quote different rates at the same moment, and apparently their local or remittance exchanges are governed solely by the momentary requirements of each. The Shansi banks profess to remit to any place in China; but in actual practice it is most difficult to obtain quotations for remittances beyond Hongkong, which may be considered the clearing-house for all remittances from Canton, whether to the provinces or abroad.

A great want exists for a place in which the public can deposit its valuables, such as scrip, land title deeds, or jewellery, the banks refusing to take charge of them except as security for loans; consequently, fires and burglary are the source of much loss to individuals, or, where the papers are not negotiable, inconvenience. Whether a "safe deposit" would, either in Foreign or Native hands, instil sufficient confidence, at present, to be remunerative is doubtful, but there would probably be a good opening for such an undertaking in the future.

(s.) *Imperial Post Office.*—An office was opened in the Custom House at Canton and in that at Whampoa on the 2nd February 1897. At its inception the office met with opposition from all classes—an opposition which was more or less organised by the existing Native agencies for the transmission of mail matter and which was sedulously fanned by them. The Native hongers feared that they would not be allowed to function, and objected to having to pay a fee to an Imperial Post Office for the transmission of mails which they had hitherto sent by various employes of steamers under private arrangement. From the first it had been the intention of the newly-established office to work in harmony with the existing firms and allow them special facilities. As the hongers recognised the uselessness of their opposition, and appreciated more clearly the facilities granted them, they ceased to oppose, and shortly found that, instead of losing by the new departure, their profits were larger; and for some time there were many firms desirous of becoming postal hongers. 79 hongers, in all, were granted licenses, the stipulations being that all mail matter should be sent through the Imperial Post Office, and that all letters received by that office for places in the interior should be forwarded by the hongers. The hongers were allowed to forward letters to coast ports at the reduced rate

of 10 cents per lb., and to Hongkong or Macao for half the ordinary letter rate of \$1.28 per lb. As letters at the 10-cent rate were carried at a heavy loss, and the hongts being found to forward everything as letters—the rate being the parcel rate,—it was considered necessary to increase the charge to half the domestic rate of \$1.28 per lb. in September 1901. This change was effected with but little opposition.

Branch offices were from the first established in the city, stamps being sold to them at a discount and a small sum being given for each article sent in by them. There are now 19 offices in the city and suburbs and 40 in the delta; new offices are being opened and meeting with support. The system, as the accompanying map of the postal district will show, is being spread as rapidly and as widely as possible, so that in a short time all places of any importance will be included in it.

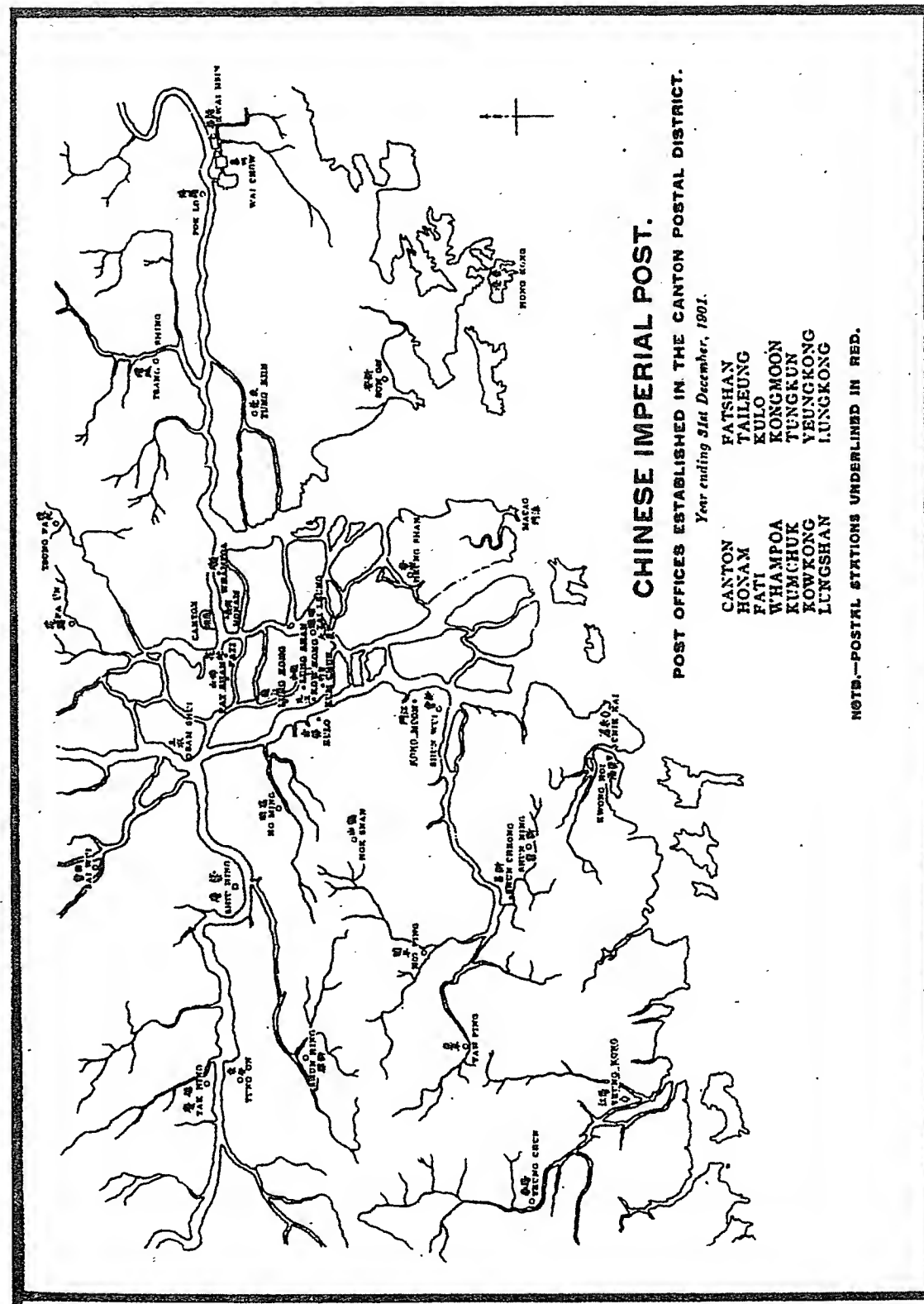
(t.) The volume of Customs work, in the office and in the Harbour Master's and Examination departments, has been augmented very considerably during the decade. Not only has the increased trade given additional work to all branches, but the general progressive state of the port, and the consequent questions arising, constitute an ever-increasing strain on this office. Much extra work is due to the special developments, such as the opening of the West River, increase in transit trade, and opening of inland waters—and the consequent fleet of some 300 launches on waters where such craft were almost unknown, and which necessitate Customs work out of all proportion to their value to trade. The Kwangtung Loan was a source of much trouble and work, as also was the Paris Exhibition. The establishment of an Imperial Post Office, under the aegis of the Customs, has thrown a great amount of extra labour on those members of the staff who are responsible for its well-being, in spite of the thoroughly efficient Postal staff maintained, which at present consists of three Foreigners and 62 Natives at the port and inland. The Customs establishment, which consisted of 55 Foreigners and 203 Natives in 1891, numbers 61 Foreigners (two of whom are Educational) and 263 Natives (two Educational) in 1901. The transfer of the Native Customs to Foreign control will entail still further additions to our staff, but to what extent it is at present impossible to estimate.

(u.) Several attempts have been made to improve the finances of the province, either by reducing the expenses of collecting any particular tax, such as the collection of the Likin by the merchants themselves in 1900, or by instituting new taxation.

In January 1895 a monopolist was granted authority to levy a tax of 30 cents per case (two tins) of kerosene oil, in return for an annual payment of \$200,000. This tax met with great disapproval on all sides, and was finally abolished by Peking in September 1898.

In 1897 a monopolist was granted permission to run the Weising Lottery, for a term of six years, for a payment of \$4,000,000, the sum of \$1,600,000 to be paid in advance. This license remains in force, and would appear to have public approval, judging from the manner in which the lottery is supported on all sides.

"Fantan," the favourite form of gambling among the Cantonese, was illegal, as, indeed, was all gambling, in the early years of the decade; but it was, nevertheless, indulged in freely, any gambling shop having to "square" its immediate neighbours, the street authorities, and the officials. In 1894 the Governor, MA PI-YAO, took severe measures to suppress all gambling.



His efforts, especially directed against "fantan," were to a great extent successful. Many of the "fantan" shops were closed, and their hangers-on—a most disreputable lot—thrown on other resources to gain the livelihood they considered themselves entitled to, and much of the piracy and robbery which almost simultaneously became rampant was attributed to them. Gambling, however, was a popular vice, and is still indulged in to a great extent, but in a more illicit manner and amongst worse surroundings. When LI HUNG-CHANG became Viceroy, he was of opinion that it was impossible to suppress this gambling, and that its illegality accentuated its evils, while the hush-money paid would, if under a license, be a source of income to the government; and he accordingly granted a monopoly, against a payment of \$1,200,000 a year, the money so raised to be used for coast defence purposes. Shortly after the amount charged was raised to \$2,000,000 a year, at which sum it remains.

In 1899 a monopoly was granted to a syndicate to collect 3 candareens on each tael weight of prepared opium sold in the province, for a payment of $\text{T}120,000$ a year.

In 1900 a license was granted to the Pakkop Lottery, against a payment of \$800,000 a year.

In 1901 the House Tax was enforced, under orders from the Central Authorities, to provide funds for the payment of the indemnity imposed on China in consequence of the Boxer outbreak in the North. Public feeling was greatly opposed to this tax, the prevalent sentiment being that, the outbreak being a northern affair, the North should pay, just as this province has paid for the slight troubles that had simultaneously occurred locally. Consequently there was some uneasiness felt as to the extent of the opposition with which its collection would meet; but when the time came the opposition melted away.

During the decade no attention has been given to naval affairs, and there is nothing to be called a navy in Canton, beyond a number of small and old gun-launches for river patrol and a few old torpedo-boats. The Naval and Torpedo Schools were in existence at Whampoa; but it has been decided to close them and discharge the Foreign employés (a decision since carried into effect), chiefly because there was no navy on which to employ the students. Military matters have received more attention; the forts have been fairly well kept up, and modern arms have been more generally introduced, and with them Foreign drill. The expenditure necessary for their purchase has been the only thing that has stood in the way of the further adoption of modern arms, and there is little doubt that when the present prohibition of the importation of Foreign arms expires large quantities will be procured from abroad. Meanwhile, China may possibly manufacture them for herself.

At the time of the war with Japan it was decided to raise a local loan for war purposes. The amount proposed was *Canton* $\text{T}5,000,000$, in bonds of $\text{T}250$ each, to bear interest at a trifle over 8 per cent., principal and interest to be repaid in eleven instalments. The loan was to be managed by the Canton Customs, and the security offered was the Duty collected by the Kwangtung Customs. This loan did not meet with a cordial reception, and was closed when $\text{T}2,714,500$ had been subscribed. For the first year the bonds were at so heavy a discount as to be practically unsalable; but as the payments were duly made, they grew in favour, and were difficult to obtain even at par. In 1901 the final payment was made, and the loan closed.

satisfactorily. Encouraged by the success of this loan, the local officials made some attempts to raise further loans; but the security offered did not meet with approval, and their efforts were abortive.

A step which may be expected to have a great effect on the kerosene oil trade of the district was taken in 1900, by the institution of an oil godown and tank on the Fati shore. This undertaking is in the hands of a German firm, Messrs. ARNHOLD, KARBORG, & Co., and the tank oil is to be here packed in tins, and so distributed throughout the province.

In 1894 an attempt was made, under the auspices of the Governor, to improve the methods of silk culture, by the introduction of Foreign methods of treating disease among the worms and in improving the breeds. A well-instructed Native was employed to inquire into the culture and to give instruction and advice. The scheme met with so little support from the cultivators that it died in a couple of years.

Steam silk filatures have been opened and are doing well, the quality of the silk turned out being much better than that under the old methods.

Steam flour mills have also been introduced.

A Chinese company for generating and supplying electric light was started in the city in 1890; but, owing to the plant being old and unsatisfactory, it met with little success, and after struggling along till 1899, went into liquidation. In 1898 a far more pretentious company was formed; the plant changed hands several times at enhanced prices, until—partly through had management, partly through lack of funds—it, too, failed in 1899. It was then bought by a Foreign company, but can hardly be said to be on the road to success. The light is supplied to many houses in Shamien, and would come into use in the city to a greater extent but for the frequent interruptions of the current, which disappoint the expectations of its would-be supporters. A great opportunity for progress is being lost.

The old electric light plant is now being used to drive a saw mill, and the planks meet with a ready market.

Engineering shops have been springing up fast in late years, and the work offered appears to be more than they can cope with. They build complete engines for launches or carry out any repairs in a creditable manner.

Docks and shipbuilding yards must be noticed. To meet the demand for launches, several yards have sprung into existence, and have turned out a large number of launches, of all sizes and varieties, including twin-screw boats, double-enders, and stern-wheelers, with good success. The demand for new boats seems much less than at first; but repairing goes on continually, and is probably more remunerative.

Many individuals and small firms are using, for profit or amusement, machines of various kinds, such as steam flour mills, electric plant for lighting a house, electric bells, and aerated water machines. Sewing machines, both for boots and clothes, are plentiful; and knitting machines are occasionally seen. An attempt was made to introduce small, stationary, kerosene engines, to drive instruments for cutting jade and other stones; but did not succeed. Lathes of all sorts abound; mechanical toys, from the humble article of Japanese origin for children

to phonographs *et hoc genus omne*, are very popular—one man even being the proud possessor of a Röntgen ray apparatus. The Cantonese, indeed, appear to take a keen interest in all such mechanical implements, whether for the saving of labour or merely for amusement, and are clever in their use and in repairing them when they get out of order.

Pumping-houses were established in 1891 on the banks of the river, for protection against fire, and have proved of value. The water is carried in iron pipes along the tops of the houses, with hydrants at intervals. The effective range of the pumps is, however, limited to some few hundred yards. Within their limits they have been a great aid to the hand pumps of the fire brigades. The cost of all protective measures against fire are borne by voluntary subscription.

A French hospital, French post office, and a branch of the Banque de l'Indo-Chine are now in existence in Canton.

There are no new features to record in connexion with the Canton Mint, which was inaugurated in 1889, and a full description of which was given in the last Decennial Report. The following table of coinage for the period under review may be of interest:—

COINS ISSUED BY THE CANTON MINT, 1892-1901.

	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	TOTAL.
Dollars.....	16,019	14,574	232,663	331,943	1,233,744	437,517	570,986	217,655	703,453	456,628	4,215,182
Half-dollars.....	56,314	...	52,456	...	99,476	...	...	...	...	...	208,246
20-cent pieces.....	9,172,040	13,877,340	21,532,850	30,134,410	14,746,240	22,537,440	31,683,680	36,569,980	44,501,090	38,691,050	263,446,120
10-cent ".....	18,704,080	14,689,470	11,373,160	14,682,030	21,582,670	8,651,610	7,721,670	3,240,770	337,580	...	100,983,040
5-cent ".....	364,920	...	...	821,440	164,280	...	...	...	...	...	1,350,640
Copper cents.....	...	...	...	...	...	...	...	...	10,264,000	29,562,000	39,826,000
" cash.....	141,069,000	131,700,000	40,911,000	...	...	...	...	...	...	...	313,680,000
TOTAL EQUIVALENT IN DOLLARS.....	\$3,908,307	\$4,390,689	\$5,743,688	\$7,868,100	\$6,399,211	\$5,810,166	\$7,679,889	\$7,855,728	\$9,740,069	\$8,490,458	\$67,886,305

(v.) There are about a dozen Protestant missions working in Canton and the neighbourhood, several of which are combined with hospitals, dispensaries, asylums, and schools. The oldest established is the London Mission, founded by Dr. MORRISON—the first Protestant missionary to China—in 1807. This society, in Canton, numbers five missionaries, with 21 Native assistants, and supports one English and four vernacular schools for boys.

The American Presbyterian Mission, established in 1844, with 28 missionaries, assisted by Native helpers, has 61 chapels and 29 schools in different parts of the province. Their converts number some 3,500.

The Wesleyan Methodist Church Missionary Society (British), with 26 chapels, two hospitals, and many schools, has 11 missionaries and 1,300 converts.

The Berlin Mission has 14 missionaries in South China, with 20 schools, 53 chapels, and 2,564 converts.

The Church Missionary Society, of England, has 21 European missionaries and 18 Native helpers working in this province.

Other Protestant missions are the American Bible Society, the United Brethren in Christ, the American Scandinavian Free Christian Mission, the South China Congregational Mission, and the American Southern Baptist Mission, with numerous chapels, schools, and dispensaries in various parts of the province.

The Missions Étrangères de France was established in 1850, though Roman Catholics have been working in Kwangtung for many centuries. A Bishop, some 60 missionaries, 10 nuns, and about 215 Native priests and catechists work among a convert community numbered at 45,000. Hundreds of chapels, schools, orphanages, and theological colleges are established by this mission in Kwangtung.

An institution worthy of special mention is the Canton Hospital of the Medical Missionary Society in China. While, to quote their own words, "patients are impressed with the fact that this work of healing is but an outgrowth of Christianity," this hospital, apart from evangelistic work, is an institution of very great use and popularity in Canton. Under the management of Dr. J. M. SWAN, assisted by qualified Native assistant practitioners, some 2,000 in-patients are received during each year, besides a large out-patient clinic. The value of such an institution is fully felt by the Chinese themselves, who contribute generously to the finances of the hospital. A Medical College for South China is now being started in connexion with this hospital, and every possible care is being taken to make it of a high standard for the professional education of Chinese medical students.

Another valuable institution is the Tungknn Medical Missionary Hospital, working in connexion with the Rhenish Missionary Society, whose head-quarters are in Hongkong. Their report for the last year of the decade gives 760 in-patients treated, while nearly 20,000 of all classes of society, including officials and *litterati*, have applied for help at the out-patient department. Three Foreign doctors, assisted by Native medical students, work in this hospital.

(w.) There are 23 *hui-kuan*, or guilds, in Canton. One represents the Bannermen; the others, the natives of various provinces or prefectures. The Bannermen's Guild was established in 1890, the necessary funds being raised by subscription, and a piece of land which was formerly a camp was given by the government. Part of the land was need for a guild-house, and the remainder used for house property, the rents of which have provided sufficient for running expenses. The house is used as a meeting-place and for quarters for visiting Bannermen. The other guilds—which represent nearly all the provinces—are of longer standing, were built by subscription, and are supported by regular contributions from members. Their objects are in every case the same: to provide a meeting-place for members, to help their needy fellows, to foster and protect their business, to shelter new-comers, and to consult on important questions amongst themselves. Each guild has a paid secretary to attend to its affairs and to represent it in ordinary matters, and a managing committee is elected from the members.

(x.) His Excellency MA PI-YAO (馬丕瑤), during his governorship in 1894-95, did much good work. He took steps to check any abuse of power amongst his subordinates and to see

that they fulfilled their duties properly; he encouraged manufactures, to a great extent suppressed gambling, and did his utmost to improve the general condition of the province and its people. His plans were, unfortunately, stopped by his death in 1895, and his loss was greatly lamented by the public.

His Excellency TS'EN CH'UN-HSUAN (岑春煊), Provincial Treasurer in 1898, attempted to improve finances, checked many abuses, and did much to facilitate commercial interests. His transfer was so unwelcome that the merchants and charitable institutions petitioned Peking to allow him to remain, and these petitions were supported by the Viceroy; but TS'EN CH'UN-HSUAN's services could no longer be spared for the good work he was doing here.

The appointment of His Excellency LI HUNG-CHANG (李鴻章) as Viceroy here, in 1900, was most unwelcome to all classes of the Cantonese; but he had scarcely taken the reins before their opinion of him changed entirely, and in a short time he was looked on as the best Viceroy who had held office here. The district was in a very lawless state; crime had been handled weakly, until the pirates and bandits considered that they could have everything their own way, and there was much suffering at their hands. LI HUNG-CHANG at once recognised that it was a case for the heavy hand, and used it unsparingly in all directions, with the result that in an unexpectedly short time confidence was restored; and even when the Boxer trouble came, desperadoes were afraid to make their presence felt. This Viceroy also endeavoured to improve the finances of the province and do away with malpractices, and to ameliorate the lot of its people by cheapening the necessaries of life. When, a few months only after his arrival, his presence was found necessary in the North, the Cantonese begged him to remain here, and perhaps the best tribute to his powers and administration was the state of unrest that immediately succeeded his departure, until it was seen that the Governor intended to follow in his footsteps.

His Excellency T'AO MU (陶模), the present Viceroy, has been working energetically, and all proposals for the benefit of the public or the port have met with his hearty approval. He is especially desirous of establishing schools. Unfortunately, his efforts have been hampered by prolonged ill health; but he has gained the confidence of all, Natives and Foreigners alike.

(y.) No celebrated books have been produced during the decade; but a collection of comments on Government changes was written by FAN KUNG-I (范公貽), of Pan-yu-hsien, under the name of "Chêng Shih Yao Lun" (政事要論), while a catalogue of books of Western education entitled "Hei Hsiao Shu Mu" (西學書目), published by LIANG CH'U-CHIU (梁啟超), of Hein-hsu-hsien, has attracted the attention of the reformed scholars.

(z.) The history of the 10 years just reviewed, though not affording any very striking proof of progress, yet shows sufficiently clearly that the trade of the province rests on very solid foundations, and has a bright future before it, if only the right steps be taken to protect and foster it. The remarkable development of steam traffic on the West River and inland waters, though not producing as yet any very brilliant results, from a Revenue point of view, tends undoubtedly towards increasing intercourse between one place and another inland and the provincial capital. In this way the distribution and interchange of commodities in small

quantities is fostered and accelerated, and the volume of imports and exports increased, in a way that cannot be analysed and recorded, but is constantly and actively at work. Security, resulting from the thorough suppression of lawlessness, is the first essential; railways would prove a very potent factor; facilities to navigation, in the shape of dredging, buoying, and lighting of channels, would greatly assist; and all kinds of public works would complete the stimulating incentives necessary to bring about the desired progress. But, as is testified by the many abortive attempts to obtain a decent supply of pure water for Canton, there is so much distrust and jealousy at work that the successful formation of public companies becomes well-nigh impossible. Unable to combine among themselves for the promotion of useful undertakings, the Cantonese are ready enough to combine in opposing the introduction of Foreign capital; and this is the darkest clond that obscures, to a great extent, the brightness of future prospects.

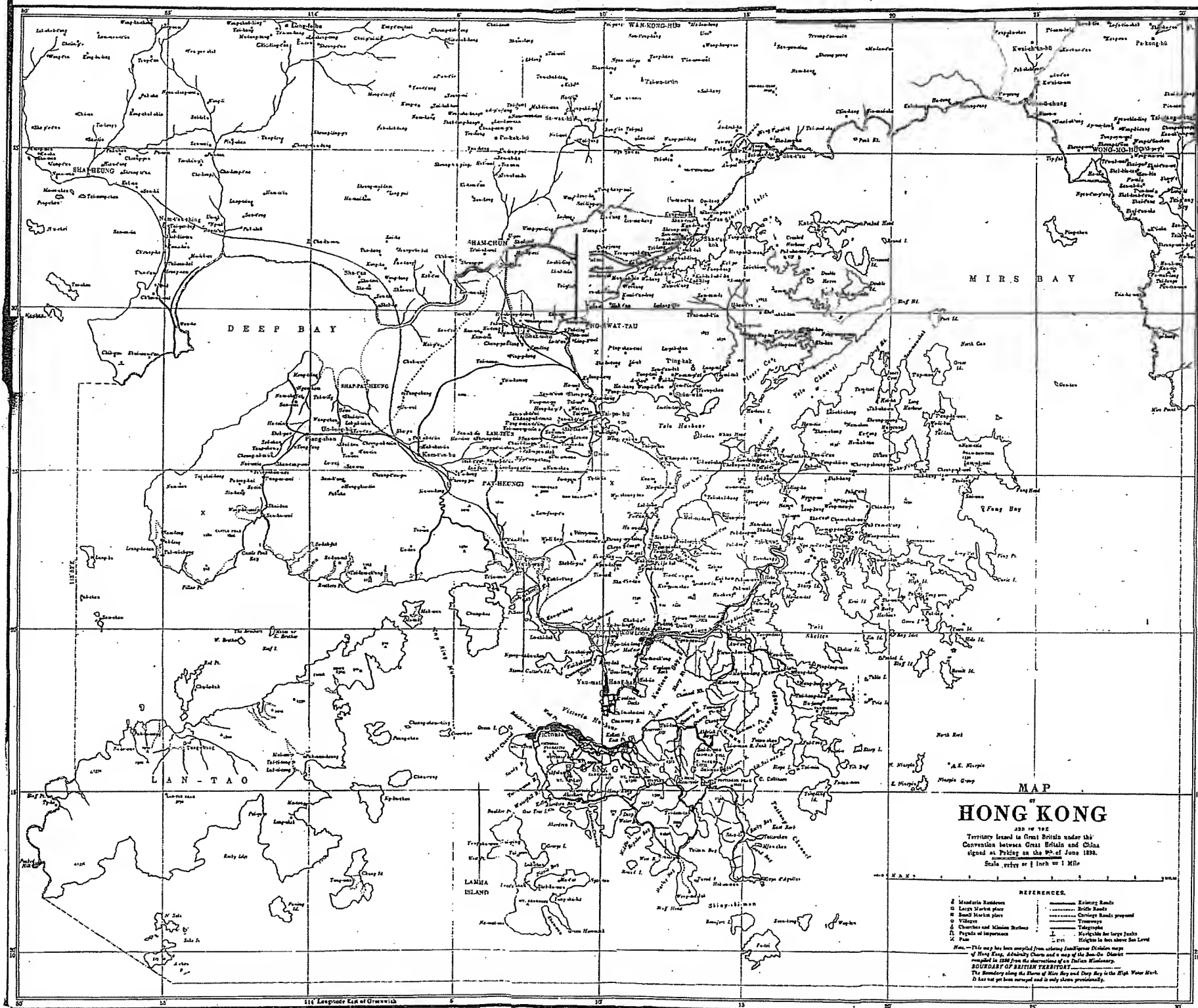
In compiling the facts and remarks in this Report, I have pleasure in acknowledging the very material assistance I have received from Mr. SUGDEN, Mr. A. NIELSEN, and other members of the staff.

F. A. MORGAN,

Commissioner of Customs.

CUSTOM HOUSE,

CANTON, 31st December 1901.



MAP OF HONG KONG

ADOPTED 1902
Territory leased to Great Britain under the
Convention between Great Britain and China
signed at Peking on the 9th of June 1898.
Scale, 1 inch = 1 Mile

- REFERENCES.
- 1. Mainland Residents
 - 2. Large Market place
 - 3. Small Market place
 - 4. Villages
 - 5. Churches and Mission Stations
 - 6. Pagoda or Imposition
 - 7. Peak
 - 8. Railway Route
 - 9. Cable Road
 - 10. Cable Road proposed
 - 11. Tramways
 - 12. Telegraphs
 - 13. Telegraphs for large Islets
 - 14. Telegraphs for small Islets
- Note.—This map has been compiled from various authentic Chinese maps of Hong Kong, Admiralty Charts and a map of the New Territories compiled in 1898 from the observations of the British Admiralty.
- BOUNDARY OF BRITISH TERRITORY.
The boundary along the shores of New Kowloon and Deep Bay to the High Water Mark. It has not yet been surveyed and is only shown provisionally.

KOWLOON.

DECENNIAL REPORT, 1892-1901.

(a.) The principal occurrences of interest during the last 10 years which particularly affected the Kowloon district were: (1°) the extension of the British territory in 1899 on the Kowloon mainland, and the consequently enormous increase in the frontier line to be guarded by the Customs; (2°) several severe typhoons, occasioning loss of life and considerable damage to property; and (3°) the ravages of bubonic plague, which first became epidemic in the district in 1894. Further information on (2°) and (3°) will be found under subsequent sections, but some remarks may here be made on (1°).

It is now a matter of history how the Kowloon Custom House, though primarily established, in 1887, for the collection of Duty and Likin on Opium under the Foreign Inspectorate, was eventually invested with the management of the stations of the Native Customs in the vicinity of Hongkong. Those stations were four in number, and were situated at Capsuimoon (汲水門), at the entrance to an estuary of the Canton River; on Changchow (長洲) Island, on the way to Macao and the west coast; at Kowloon (九龍) city; and on Fotochow (佛頭洲) Island, to the east outside the Lyeemmoon Pass. The stations were handed over to the Kowloon Commissioner in 1887, the levy of Likin and Ching-fei on general cargo commencing on the 2nd April, the collection of Duty and Likin on Opium on the 14th of that month, and the collection of Native Duties on general cargo on the 1st July. This work went on uninterruptedly till the British territory was extended in 1899; and this brings us to one of the most important matters calling for remark in this Report, that is, the immense change in the *locals* of our preventive work brought about by the Kowloon Convention and the occupation of the New Territory by the British. The English text of the Convention is here given:—

"WHEREAS it has for many years past been recognised that an extension of Hongkong territory is necessary for the proper defence and protection of the Colony,

"It has now been agreed between the Governments of Great Britain and China that the limits of British territory shall be enlarged to the extent indicated generally on the annexed map.

"The exact boundaries shall be hereafter fixed when proper surveys have been made by officials appointed by the two Governments. The term of this lease shall be ninety-nine years.

"It is at the same time agreed that within the city of Kaulung the Chinese officials now stationed there shall continue to exercise jurisdiction, except so far as may be inconsistent

with the military requirements for the defence of Hongkong. Within the remainder of the newly-leased territory Great Britain shall have sole jurisdiction. Chinese officials and people shall be allowed, as heretofore, to use the road from Kaulung to Hsianan.

"It is further agreed that the existing landing-place near Kaulung city shall be reserved for the convenience of Chinese men-of-war, merchant and passenger vessels, which may come and go and lie there at their pleasure; and for the convenience of movement of the officials and people within the city.

"When, hereafter, China constructs a railway to the boundary of the Kaulung territory under British control, arrangements shall be discussed.

"It is further understood that there will be no expropriation or expulsion of the inhabitants of the district included within the extension, and that if land is required for public offices, fortifications, or the like official purposes, it shall be bought at a fair price.

"If cases of extradition of criminals occur they shall be dealt with in accordance with the existing Treaties between Great Britain and China and the Hongkong Regulations.

"The area leased by Great Britain, as shown on the annexed map, includes the waters of Mirs and Deep Bay, but it is agreed that Chinese vessels, whether neutral or otherwise, shall retain the right to use those waters.

"This Convention shall come into force on the first day of July, eighteen hundred and ninety-eight, being the thirteenth day of the fifth moon of the twenty-fourth year of KUANG HSÜ. It shall be ratified by the Sovereigns of the two countries, and the ratifications shall be exchanged in London as soon as possible.

"In witness whereof the undersigned, duly authorised thereto by their respective Governments, have signed the present agreement.

"Done at Peking in quadruplicate (four copies in English and four in Chinese) the ninth day of June in the year of Our Lord eighteen hundred and ninsty-eight, being the twenty-first day of the fourth moon of the twenty-fourth year of KUANG HSÜ.

"(Signed) CLAUDE M. MACDONALD.

"LI HUNG-CHANG, } *Members*
"HSÜ TING-K'UEI, } *of the*
 Trungli Yamen."

The British flag was hoisted at Taipo on the 16th April 1899 and the "New Territory" formally taken over. It was provided in the Convention that the city of Kowloon, which is quite close to the old frontier line, was to remain Chinese; but in consequence of the disturbances on the part of the inhabitants which attended the occupation of the territory, the city was also occupied in the following month (May), and no exception was made in its favour.

Annexed is a map of the New Territory which was published recently by the Hongkong Government, showing the boundaries as they are now fixed. The total area of land leased is about 376 square miles—286 square miles on the mainland and 90 square miles on the islands.

By an arrangement with the British Government, the Kowloon Customs stations were allowed to remain for some months in the New Territory after its occupation. During this time preparations were being made for beginning the work at new stations outside the new boundary, and work ceased at the old stations at midnight on the 4th October 1899. The new stations were established at Taishan (大鑪) and Lintin (伶仃), in the estuary of the Canton River, replacing Capsuimoon; while to replace Fotochow, Shatichung (沙魚涌), in Mirs Bay, and Samun (三門), to the east of Mirs Bay, were selected. The transfer of the staffs, furniture, papers, etc., was effected without much difficulty by the revenue vessels. Changchow is replaced by Tungho (東澳); but this section has passed under the control of the Lappa office.

Shamchun (深圳) collecting station was opened on the 1st March 1900, and Shatowkok (沙頭角) was converted on the 19th February 1901 from a frontier post to a collecting station.

In addition to these six collecting stations, the following frontier guard posts have been established along the boundary (from west to east): Chekwan (赤灣), Kwaimiu (鬼廟), Leung-tsunhu (龍津墟), Shamchun (深圳),* Lofang (羅坊), Shatowkok (沙頭角),* Imtin (鹽田), Kaichung (溪涌), Shaichung (沙魚涌),* Hasha (下沙), and Namu (南澳). The positions of the old and the new stations and posts can be readily seen on the accompanying map of Kowloon district.

A comparison between the frontier line to be guarded then and now, on land and on water, and the staff necessary to patrol it, will be interesting. In the year 1892 (the first of the decade) the land frontier which had to be guarded was the boundary between British and Chinese Kowloon, and was only a line of 2½ miles in length. Would-be smugglers were most effectually prevented from crossing this line, for, in addition to a frontier guard of Chinese armed with rifles and officered by Foreigners, a bamboo latticework fence, some 8 feet high, was constructed along the entire line. There were only six gates—where the fence was intersected by leading roads,—and these were shut by night and guarded by day. At present the land frontier extends from Chekwan on the west to Mirs Point on the east, and this line is upwards of 60 miles in length. It was manifestly impossible to construct a fence along this line. The frontier guard force has been greatly increased, and frontier guard posts have been established all along the boundary at an average distance from one another of about 6 miles. At each of these posts a number of guards—16 to 20—is stationed, in charge of a Foreign officer. These guards are designated "braves." They are first engaged as recruits by the Foreign officer in charge of the frontier guard, and serve a probationary period of a couple of months, during which time they are trained to the use of the rifle and learn the different movements of Foreign drill.

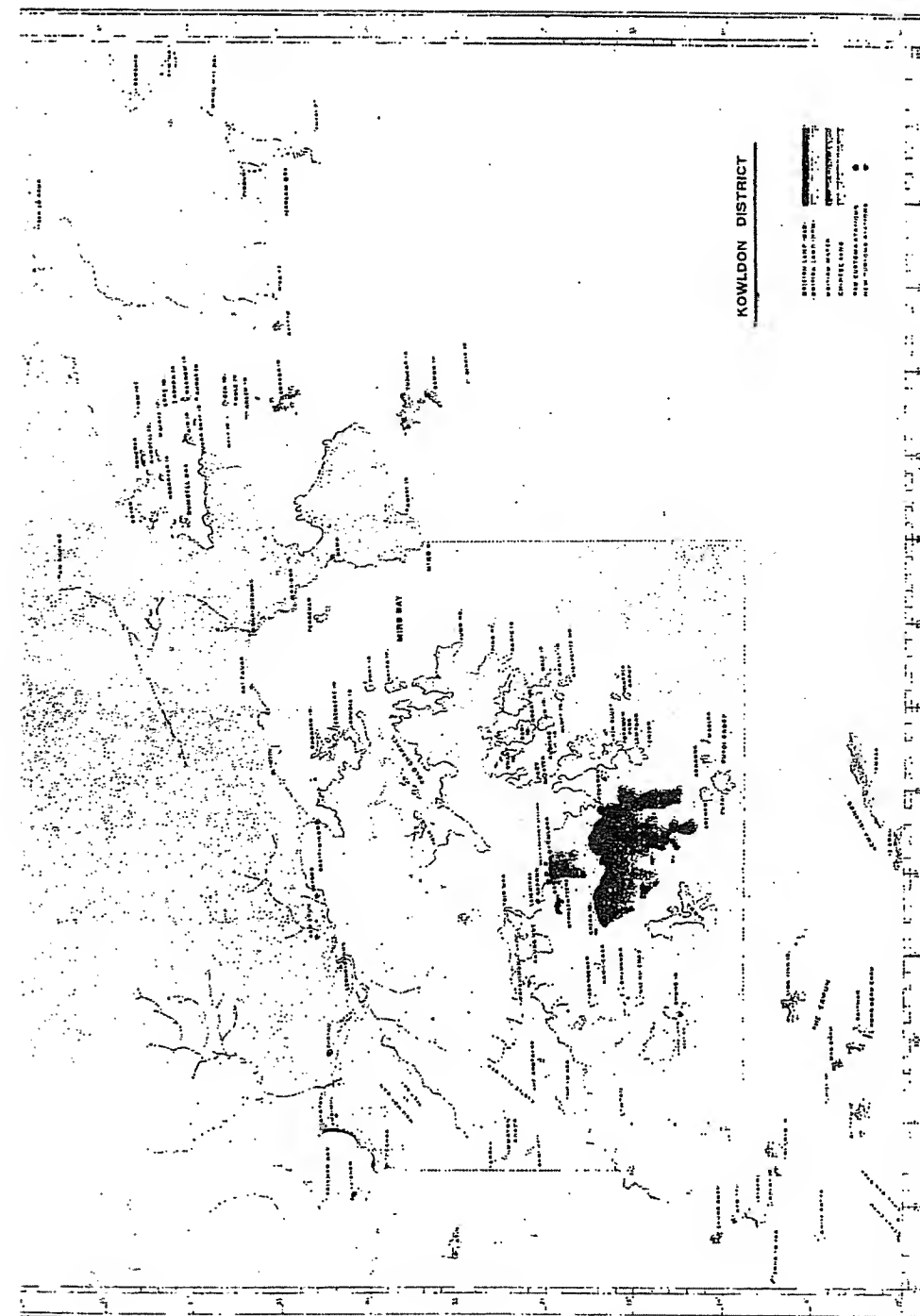
The frontier officers and the braves do patrol duty day and night. A patrol consists of one officer or head brave and three or four braves, and the time on duty of each patrol is four hours, the duties being so arranged that each brave does eight hours patrol out of every 24. In addition to this, some of the braves have frequently to do three or four hours work in repairing roads in the district; this work has been quite extensive since our stations were moved to

Also collecting station.

their present positions, and several miles of new road have been made and the previously existing tracks have been widened and improved. A patrol starting from any one station proceeds, as a rule, half-way to the next station, east or west, meeting the patrol from that station; and in this way the whole frontier line is covered several times daily. The only place where this plan is now impossible is between Kwaimiu and Leungtsunhu, where too large a gap exists for the patrols from these two places to meet each other; but arrangements are now being made for the establishment of a new post, at Shatow (沙頭). This place is on the north shore of Deep Bay, and is, roughly, midway between Kwaimiu and Leungtsunhu. Similar gaps existed up till a few months ago between Shamchun and Shatowkok, and between Hasha and Mira Point—the end of the land frontier to the east. These gaps were filled up effectually by the establishment, in October 1901, of the stations Lofang and Namu. Kwaimiu station was formed in 1901, by the removal to that place of the staff which previously functioned at Chekungmiu (車公廟), a place not far from Shatow, where the new station is about to be made. Chekungmiu was abandoned from lack of proper accommodation there for the frontier guard. The quarters and offices at Taishan, Lintin, Chekwan, Kwaimiu, Leungtsunhu, Lofang, Kaichung, Shaüchung, and Namu consist of matchsheds only; at Samun and Shamohun more permanent buildings have been erected; and at the rest of the places Chinese houses are rented.

The water boundary in 1892 extended about 20 miles all round the island of Hongkong. The present boundary line of British waters extends to the west, south, and east of Hongkong (the northern limit is completely bounded by land) for a distance of some 80 miles. Our revenue steamers and launches do not patrol just along this boundary, but they have "beats," extending in large sweeps and covering waters at a considerable distance from the British line. One of the launches, for instance, is always told off to patrol between the Lema Islands and the Nine Islands, the latter being a small group lying a few miles to the east of Macao. A cruiser, too, is stationed to the north of Samun and controls the waters of Bias Bay. The combined length of the stretches patrolled by the revenue vessels in this district amounts to close on 150 miles. The difficulty of preventing smuggling on the water is very considerable, as it cannot be a matter of much trouble for small junks to watch their opportunity in the absence of a revenue vessel, mix themselves with a fishing fleet leaving British waters, get safely to a Chinese shore, and land their venture before being interfered with.

The present frontier guard force consists of 18 Foreigners and 250 Chinese; and in 1892, of six Foreigners and 130 Chinese. Smuggling was then (1892) rendered practically impossible by the bamboo fence spoken of above and the patrol duty done by the force on the China side. We are not so fortunate now. The enormously increased extent of line to be watched, and the absence of such a very effective entanglement as a bamboo fence, makes the suppression of smuggling a Herculean task, and the comparatively small force which we have at our disposal renders complete preventive work an impossibility. With a guard increased to ten times its present size, and an elaborate system of block-houses, it might be possible to form a connected chain along the frontier such that no one could pass without being observed. However, we are sanguine enough to believe that, under present arrangements,



smuggling, to the extent necessary to affect our Revenue seriously, does not take place. The land frontier line stretches along a very rough and hilly tract of country, and our stations are most suitably placed on natural roads leading from British territory. Law-abiding merchants have their wares carried on these roads, as a matter of course, and intending evaders of Duty are forced to go to immense trouble and expense to have goods conveyed over pathless and rocky heights and ravines.

The Kowloon Customs differs very materially from all the other Custom Houses in China—first (with the exception of Lappa), in that it deals only with Native cargoes, that is, with cargoes carried in Native craft; and second, in that the stations, where the work of the Customs is carried on, are not places of production or consumption—they are not “places of original departure or of final entry for goods.” The junks which call at the stations only do so to have their cargoes examined and to pay any necessary Duties. The fact that there is little or no population, and that there are not any markets for the disposal of Imports or Exports, at any of the stations, will have to be borne in mind to explain the absence of information under some of the specified headings in this Report.

The office in which our correspondence is carried on, our accounts kept, and our Returns prepared is still situated in Hongkong. To the sensible and convincing remarks of Mr. McLEAVY BROWN, the then Kowloon Commissioner, in the first issue of these Decennial Reports, on the subject of this apparent anomaly, there is nothing to be added, except, perhaps, some extracts from a leader in the “Hongkong Daily Press” of the 19th March 1892, on the question of the removal of the office to Chinese territory. The following remarks were there made:—“To the Chinese trading community, however, who have daily business with the Custom House, the inconvenience will be something like that which would be caused to the European community if the Hongkong and Shanghai Bank were removed to Hunghom If the Foreign members of the Customs staff who now live in Hongkong were to be transferred, they would form a small community in themselves, and the Colony would be the poorer, not only by the loss of their society, but by the loss of the amount they pay as house rent.” During the years 1892 to 1901 the total amount of the sums disbursed by the Kowloon Customs (the greater part of which has been circulated in Hongkong) was *Hk. \$* 2,673,872—that is, \$4,010,808. Of this total, nearly \$700,000 represent the amount spent on the revenue vessels for docking, etc.

It may here be recorded that the Hongkong Government took over formal possession of the Customs property on the Kowloon frontier on the 8th July 1899, and of that at Capsuimoon and Fotochow on the 29th December of the same year. The British flag was hoisted on Chang-chow Island on the 30th May 1899; the Customs owned no property on this island, and the work went on in the rented offices till the 4th October.

In March 1895 a strike of coolies took place in Hongkong, consequent on the enforcement of the registration of coolie lodging-houses. About 3,000 coolies went on strike, and, as they refused to do any work for over a week, there was serious delay and loss in the shipping and discharging of cargo on both Foreign and Native vessels.

(b.) The following table shows the value of the whole trade during each of the 10 years under review:—

YEAR.	FOREIGN IMPORTS.	NATIVE IMPORTS.			EXPORTS (all to Hongkong).	GRAND TOTAL.
		From Hongkong.	China to China.	TOTAL.		
	Hk. \$	Hk. \$	Hk. \$	Hk. \$	Hk. \$	Hk. \$
1892.....	13,468,368	3,113,192	1,869,740	4,982,932	17,290,632	35,741,932
1893.....	17,663,217	3,338,377	1,648,163	4,986,540	18,937,126	41,586,883
1894.....	15,326,749	3,438,540	2,256,484	5,695,024	19,665,908	40,687,681
1895.....	21,585,595	3,455,730	2,665,779	6,121,509	22,678,090	50,385,194
1896.....	21,124,268	3,482,122	2,216,242	5,698,364	22,565,590	49,388,222
1897.....	13,027,228	3,939,890	2,329,842	6,269,732	23,024,493	42,321,453
1898.....	17,138,751	3,517,012	2,532,737	6,049,749	22,511,512	45,700,012
1899.....	24,500,910	3,737,565	2,072,696	5,810,261	26,221,055	56,532,226
1900.....	20,768,638	3,185,975	2,265,220	5,451,195	20,857,760	47,077,593
1901.....	18,956,231	3,427,355	3,825,328	7,252,683	22,919,708	49,128,622

There are no features in the above table which call for special remark, except, perhaps, the fall in Foreign Imports in 1897. This was due to the magnificent crops of Rice grown in the locality, and to the consequently decreased demand for the Foreign article. Rice is always a large item in the Kowloon Returns, and its volume, greater or smaller, is sufficient to affect the figures of the total value of trade very considerably.

The value of the Rice and Paddy imported in each year is given in the table below. Rice imported for the district comes from two quarters—the Yangtze Valley to the north, and Siam and Cochin China to the south. That coming from the latter places is, as a rule, transhipped at Hongkong into junks, and its value appears in the Kowloon Returns, the junks conveying it to the province having to report at our stations; while that from the Yangtze Valley goes through to Canton in Foreign steamers. The figures for both ports ought, therefore, to be read side by side. Supposing the demand for imported Rice in the district to be constant, a short crop in the Yangtze Valley would produce a decrease in the steamer-borne Rice to Canton, and would lower the figures at that port; at the same time, a correspondingly greater demand would take place for Rice from Siam and Cochin China, and the Kowloon figures for junk-borne Rice would be increased.

VALUE OF RICE AND PADDY IMPORTED AT KOWLOON AND CANTON, 1892-1901.

YEAR.	KOWLOON.	CANTON.	TOTAL.	YEAR.	KOWLOON.	CANTON.	TOTAL.
	Hk. \$	Hk. \$	Hk. \$		Hk. \$	Hk. \$	Hk. \$
1892.....	5,635,829	6,051,867	11,687,696	1897.....	3,763,925	2,831,855	6,595,780
1893.....	9,806,255	2,740,807	12,547,062	1898.....	7,222,977	1,315,145	8,538,122
1894.....	7,296,156	4,508,077	11,804,233	1899.....	12,942,789	2,810,439	15,753,228
1895.....	12,775,505	7,094,078	19,869,583	1900.....	8,848,818	4,289,022	13,137,840
1896.....	12,206,774	5,636,157	17,844,931	1901.....	5,379,415	4,166,649	9,546,064

The failure of the local crops in 1895 and the early part of 1896 accounts for the high figures in those years; and the low import in 1897 is explained, as mentioned above, by the abundant local supply in that year.

The figures for Kerosene Oil imported may also be examined with those for Canton. Though an average importation of some 14,000,000 gallons for the two places is pretty well maintained, as shown by the table below, still the competition between Foreign and Native shipping for the carrying trade makes the year's figures at each port, taken by itself, somewhat irregular. This alternate preference for junk or steamer is mainly due to the measures taken by the provincial authorities to increase their revenue. Steamers, generally, avoid taking Kerosene Oil as cargo, on account of the danger connected with it; but when the tax (Ching-fei) on this commodity is greatly increased, the carrying trade will of course be diverted to Foreign shipping. This was what happened notably in 1897, when the tax was increased, in February of that year, from 20 to 34 dollar cents per case of 2 tins. The shipments by junk at once fell off so much that in the following month the tax was reduced to 20 cents again, and still further, in May, to 10 cents, in the endeavour to win the trade back again to junks. It should be mentioned, however, that the Canton increase from this period was probably in some measure due to the revival of the Treaty Transit Pass privilege.

IMPORTATION OF KEROSENE OIL AT KOWLOON AND CANTON, 1892-1901.

YEAR.	Ching-fei, per Case of 2 Tins.	BY JUNK THROUGH KOWLOON.	BY STEAMER TO CANTON.	TOTAL.
	Dollar Cents.	Gallons.	Gallons.	Gallons.
1892.....	10	7,783,162	3,333,110	11,116,272
1893.....	10	11,412,985	784,160	12,197,145
1894.....	10	14,408,830	52,600	14,461,430
1895.....	20	11,505,235	21,465	11,526,700
1896.....	20	12,336,030	225,935	12,561,965
1897.....	34, 20, 10	9,273,545	7,162,125	16,435,670
1898.....	5	7,933,340	6,436,125	14,369,465
1899.....	5	7,509,675	7,712,220	15,221,895
1900.....	5	11,940,295	1,837,627	13,777,922
1901.....	5	15,216,914	340,155	15,557,069

Sumatra Oil made its first appearance in the Kowloon Returns in 1895, with an import of 700,000 gallons. The price was much the same as that of Russian Oil—both being cheaper than American. The increase of 3,000,000 gallons in 1894 was Russian Oil solely, and the corresponding decrease the following year was in American Oil, the Russian variety in the meantime having established itself in the market by its cheaper price.

Cotton Yarn shows a well-maintained increase since 1892, though this is, like Kerosene Oil, a commodity which is liable to fluctuations on account of Ching-fei taxes. The importations have been as follows:—

	Piculs.		Piculs.
1892	818	1897	33,506
1893	1,691	1898	113,514
1894	682	1899	133,324
1895	45,716	1900	144,708
1896	55,525	1901	146,351

Indian Cotton Yarn forms by far the greater part of the total. This particular variety showed a great and sudden increase in 1895 over the 1894 figures, the amounts being, respectively, 44,844 and 381 piculs. The former figure was a higher one than had ever been reached before. Up till the year 1895 the carriage of Cotton Yarn to Canton was almost exclusively effected by steamer, a syndicate in Canton having practically a monopoly of the trade. The sudden rise in this year was probably due to two causes: firstly, the freight by steamer was raised, and this, combined with a reduction of the import tax on Cotton Yarn brought by junk, turned the trade to a great extent into the Native craft; secondly, the development of the weaving industry in the inland districts, caused by the advanced prices of Foreign Piece Goods, began to make itself felt in the demand for Yarn. A decrease of 22,000 piculs is shown in 1897; but this was more than counterbalanced by the increased importations to Canton by steamer in consequence of the enforcement of the Transit Pass system—adding together the imports at Canton and Kowloon, an increase of some 11,000 piculs appears over the 1896 figures. Japanese Cotton Yarn appeared for the first time in 1897. Though increased importations of this Yarn into Hongkong are annually reported, it does not seem to have come into favour locally; its subsequent destination appears to be Tonkin.

The subjoined table gives the figures of the importations through Kowloon of the more important articles of trade, during the decade, in addition to those already referred to:—

DESCRIPTION OF GOODS.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Shirtings..... Pieces	113,110	26,186	20,811	26,697	22,093	20,338	23,869	6,037	3,098	4,022
Woollen Goods..... "	16,477	14,712	9,109	9,438	7,686	6,714	5,489	545	375	286
Rice Bran..... Piculs	605,005	854,363	953,905	861,411	882,538	1,491,999	1,606,679	1,663,922	1,457,193	1,743,540
Coal..... Tons	24,617	30,658	29,093	24,165	24,147	43,334	51,296	72,688	116,830	123,097
Matches..... Gross	420,675	435,117	397,340	377,404	378,665	334,501	147,068	75,759	27,224	19,338
Iron, Nail-rod, Bar, and Old.. Piculs	152,400	148,648	140,618	173,106	136,031	138,777	147,907	158,095	115,062	136,290
Cotton, Raw, Indian..... "	4,119	4,171	2,797	2,170	2,273	3,533	10,748	12,469	9,249	20,793
Rattans..... "	53,280	47,645	45,875	35,739	41,638	47,016	34,532	26,625	30,026	24,059

The decline in Shirtings and Woollen Goods is due to the carriage of these articles being diverted to steamers; that in Matches is due to the development of local industries. The increase in Coal corresponds with the establishment of increasing numbers of factories of different kinds and with the development of steam-launch traffic.

The most valuable of the Native goods exported at Kowloon are Silk Piece Goods, Matting, Fire-crackers, Chinaware, White Raw Silk, Tea, and Sngar. The figures show uniformity, and call for no special remark. With regard to the possibilities of the Silk export trade, which has shown no marked increase or decrease during the decade, the following interesting remarks were made a few years ago, to the Kowloon Commissioner, by a large buyer of Silk Piece Goods:—"With the low price of silver, Canton manufacturers are well able to compete with the Japanese and European products. The Native Silk Piece Goods are more durable, though the finish is not so good. The trade might be considerably extended, if the manufacturers would take the trouble to have good samples prepared of the different patterns and fabrics their looms can produce, and if they would be careful that the goods, when made, correspond with the pattern. I am assured that large orders are lost through the failure to have full lines of samples ready to show would-be purchasers when asked for."

The proportions of the different branches of trade at Kowloon from 1892 to 1901 were: Foreign Imports, 40 per cent.; Native Imports, 13 per cent.; and Native Exports, 47 per cent.

(c.) The following table gives the Revenue collection under all headings for each of the last 10 years:—

YEAR.	IMPORT DUTIES.	EXPORT DUTIES.	OPIMUM DUTY AND LIKIN.	IMPORT LIKIN.	EXPORT LIKIN.	CHING-FEI.	GRANARY TAX.	TOTAL.
	Hk.Ts.	Hk.Ts.	Hk.Ts.	Local Ts.	Local Ts.	Local Ts.	Local Ts.	Ts.
1892.....	140,431	14,730	105,730	81,989	41,544	94,192	13,039	491,655
1893.....	159,343	17,090	100,847	81,340	47,704	99,651	16,455	522,430
1894.....	165,180	19,000	70,582	73,629	46,361	119,357	21,081	515,190
1895.....	148,843	19,380	58,408	85,694	52,929	177,307	16,797	559,358
1896.....	141,629	36,850	45,679	91,128	59,575	204,342	27,403	606,606
1897.....	145,488	30,595	51,830	103,864	58,434	131,491*	51,001	574,703
1898.....	111,850	21,670	42,520	102,296	54,277	61,810†	6,961	401,384
1899.....	98,437	16,389	56,622	103,767	53,091	54,784‡	...	383,090
1900.....	74,095	22,868	50,490	92,837	37,647	72,086§	...	350,023
1901.....	83,062	28,916	75,455	104,326	28,772	83,920||	22,464	426,915

* Including Export Ching-fei, Local Ts. 3,923.

† " " " " " 5,673.

‡ " " " " " 2,878.

§ Including Export Ching-fei, Local Ts. 3,814.

|| " " " " " 2,393.

The sum total of the collection for the 10 years is Ts. 4,829,354, while that of the value of trade is Hk.Ts. 458,549,818. The proportion of collection to value at Kowloon is only 1½ per cent., while the proportion at the other ports is some 7 per cent. The conditions being the same as in 1891, the explanation of this small proportion which was given in the last Report must be repeated here. First, Rice, which amounts in value to nearly one-fifth of the total value of trade, enters Duty free at the stations. Again, the Dues and Duties are not collected on all the goods which pass the stations. All articles going to Canton pass the stations free, and pay Duty to the Hoppon arrival at the place of destination. Duty is paid at Kowloon only on goods going to places other than Canton. "Similarly, all Exports by junk from Canton and from some other places pay Duty before leaving, and pass Kowloon free. So, as regards Likin, all goods entering pay their full Likin at Kowloon; but, in the case of Exports, half the Likin is paid at the place of shipment and the other half at Kowloon. Now, as over

60 per cent.* of the whole Imports and Exports go to or come from Canton, it is evident that the Import and Export collection would be more than doubled, and Import Likin exactly doubled, if all Dues and Duties were paid at Kowloon.†

The Revenue collected in 1892 shows a decline of over 20 per cent. from the figures of 1891. This was due to the diminished collection on Opium and Kerosene Oil. In the latter case the decrease arose from a reduction of the rate of Ching-fei; increased importation did not, as might have been expected, compensate for this reduction. Though the quantity of Kerosene Oil imported in 1892 greatly increased, the total of Ching-fei collected on it fell 50 per cent. The value of Imports generally increased in this year, but the Import Revenue fell. The value of the trade at Kowloon cannot be gauged by the Revenue collection, for the reason already recorded, that more than half the goods which are taken note of here pay Dues and Duties elsewhere. In 1897 the decrease (of some Ta 57,000, excluding Granary Tax) was probably due to the opening of the new West River ports and the stringent carrying out of the Transit Pass rules, both of which causes helped to divert the trade from junks to other channels. The decrease went on in 1898 from the same causes, and was assisted by the desire on the part of shippers to escape a tax, called *Tao-li* (坐釐), levied this year for the first time on certain articles (Tobacco, Salt Fish, Kerosene Oil, Samshu, etc.) passing the stations.

The four original stations of the Kowloon Customs took cognizance, roughly speaking, of the trade with four districts. Capsuimoon dealt with the trade with Canton and points on the Canton River; Changchow, that with Macao and the west coast; Fotochow, that with the east coast; and Kowloon, that with the Kowloon *hinterland*. With the exception of Changchow, these old stations have been replaced in the new ones by stations which control the same respective districts. The subjoined table, showing the Revenue collected for each section during the decade, may prove of interest:—

YEAR.	Capsuimoon.	Changchow.	Fotochow.	Kowloon.	TOTAL.
	Ta	Ta	Ta	Ta	Ta
1892.....	277,273	53,886	50,543	4,223	385,925
1893.....	306,522	58,188	51,468	5,404	421,582
1894.....	342,287	54,525	43,426	4,368	444,606
1895.....	389,179	53,745	53,142	4,884	500,950
1896.....	438,739	63,290	53,877	5,021	560,927
1897.....	397,934	65,798	52,082	5,058	520,872
1898.....	270,484	36,870	47,027	4,482	358,863
1899.....	187,315 ‡	27,752 ‡	29,962 ‡	1,270 §	
	Taishan and Lintiu.	Tungsho.	Samun.	Shaüchung, Shamchun, and Shatowkok ||	
1899.....					326,467
	Ta	Ta	Ta	Ta	
1900.....	68,211 ¶	[Lappa]	11,360 ¶	597 ¶	
1901.....	259,172	[]	34,121	6,241	299,534
	301,666	[]	33,773	16,021	351,460

‡ January to September.
§ January to June.

|| Shamchun was opened in 1900 and Shatowkok in 1901.
¶ October to December.

* The proportion at present is even greater, amounting to between 65 and 70 per cent.
† "Decennial Reports, 1882-91," p. 687.

The above figures do not include the Duty and Likin on Opium, which Dues are paid direct into the Hongkong and Shanghai Bank by the shippers.

(d.) The quantity and value of the Opium which entered China through the Kowloon Customs, from 1892 to 1901, was as follows:—

	QUANTITY.		VALUE.		QUANTITY.		VALUE.	
	Piculs.	Hk.Tls.			Piculs.	Hk.Tls.		
1892	961		470,318		1897	471	279,477	
1893	917		430,047		1898	386	225,102	
1894	642		350,781		1899	515	299,301	
1895	531		312,127		1900	459	269,795	
1896	415		236,392		1901	686	424,263	

Three reasons have been advanced to explain the gradual decline in Opium up to 1898: (1°) the increase in the quantity of Opium brought up from Singapore by junks, during the summer months, to Hainan and the adjacent coasts on the mainland; (2°) the increase in the price of Foreign Opium, which checked its consumption and stimulated the demand for the Native drug; (3°) the increase of smuggling in the neighbourhood of the Pearl River. The probability in favour of the first of these reasons is strengthened by the fact that the importation of Foreign Opium at Pakhoi shows a steady decrease, the figures being—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
699	407	299	147	137	134	122	141	94	113

Cargo landed along the coast has to pay a much smaller amount locally in the way of Dues and Duties than the Duty and Likin at a Treaty port.

The combined import of Opium at Canton, Lappa, and Kowloon does not show the same measure of decrease as at Kowloon alone; the figures, as shown below, fell off up to 1896, but since then there has been a substantial recovery:—

	Piculs.		Piculs.
1892	13,179	1897	8,149
1893	11,788	1898	8,794
1894	10,449	1899	9,830
1895	8,020	1900	9,139
1896	7,610	1901	10,311

With regard to the varieties of Foreign Opium, the two great rivals are Patna and Malwa, and their relative positions have become reversed since the beginning of the decade. The following table shows the yearly importation of each kind:—

YEAR.	PATNA.	MALWA.	YEAR.	PATNA.	MALWA.
	<i>Piculs.</i>	<i>Piculs.</i>		<i>Piculs.</i>	<i>Piculs.</i>
1892.....	549	281	1897.....	213	249
1893.....	632	272	1898.....	171	206
1894.....	348	273	1899.....	167	339
1895.....	219	275	1900.....	162	289
1896.....	192	216	1901.....	244	432

The explanation of the present preference for Malwa must be sought for in what took place some years ago. In 1893 the crops of the drug in India were very poor, and the export from that country was greatly curtailed in 1894. The price of Indian Opium rose very materially in Hongkong, and consumers had to fall back on the Native variety. A taste for this latter kind was, involuntarily perhaps, acquired. Now, between the Native Opium and Malwa there is practically no difference in taste, and when the Indian Opium was again put on the market in quantity, the consumers, who had been forced by the absence or high price of Patna to smoke Native Opium, then demanded Malwa, from its similarity to that to which their taste had become accustomed.

Native Opium has undoubtedly been coming into favour during the past 10 years. The quality has improved, and it has been used in many places to adulterate the Foreign Opium. Three kinds are imported into the province—*Ch'uan-tu* (from Szechwan), *Nan-tu* (from Yunnan), and *Kwei-tu* (from Kweichow). The largest supplies come from Szechwan. The traffic was formerly overland *via* Lienchow and Nan-hsiung, in Hunan; but Likin barriers having been established on these routes, they were abandoned in favour of one *via* Wuchow.

In the Kowloon district little Native Opium is smoked intentionally, smokers preferring the Foreign article, which is, however, largely adulterated with the Native Opium by the farmers in Hongkong and Macao.

It is impossible to obtain reliable statistics as to the quantity of Native Opium in the Kwangtung market, as smuggling is fairly universal, and monopolists exist in every important town whose object it is to under-estimate the amount passing through their hands.

The prices per picul of Patna and Malwa, in each of the 10 years, in Hongkong, according to the printed market reports of the Chamber of Commerce, are here given:—

YEAR.	PATNA.			MALWA.		
	Highest Price.	Lowest Price.	Average Price.	Highest Price.	Lowest Price.	Average Price.
1892.....	\$ 634	\$ 505	\$ 567	\$ 560	\$ 515	\$ 536
1893.....	625	550	567	650	520	574
1894.....	847	604	684	730	590	664
1895.....	875	706	756	755	680	717
1896.....	820	663	735	810	720	764
1897.....	740	650	692	950	700	813
1898.....	800	679	736	950	720	824
1899.....	930	735	829	920	700	795
1900.....	1,085	878	971	980	770	909
1901.....	980	860	940	955	800	869

A few words of explanation as to why the Opium Office at Shamsuipo suffered no change in 1899 (beyond the removal to another house a few streets off) may not be uncalled for. One of the provisions of the Opium Agreement of September 1886, signed at Hongkong, in pursuance of which the Kowloon Custom House was established, was "that an office under the Foreign Inspectorate shall be established on Chinese territory, at a convenient spot on the Kowloon side, for the sale of Chinese Opium Duty Certificates, which shall be freely sold to all comers and for such quantities of Opium as they may require." For the purpose of examining, weighing, and labelling the packages of Opium, a bulk anchored off Shamsuipo (a quarter of an hour's journey by steam-launch from Hongkong) was at first employed, and later a proper office was built on shore. From that time to the extension of the British territory in 1899 the Opium business was carried on smoothly, and to the satisfaction of both the Hongkong merchants and the Chinese Customs. With the pushing back of the frontier, and the removal of the collecting stations, a new condition of things was brought about. It was not unnatural to expect that the Opium Office at Shamsuipo would also be moved to a new position on Chinese territory. However, as the situation was a most convenient one for Hongkong merchants dealing in Opium, and in the absence of other arrangements, the work was not interfered with then. In the same year (1899), as a consequence of Great Britain having undertaken to afford China every assistance in the collection of her Revenue generally, and of that on Opium in particular, the Hongkong Government offered to undertake the collection, on behalf of China and at China's expense, of all the Duty and Likin on Opium imported into China from Hongkong. No definite reply was made to this offer, and the old system was maintained. The Hongkong Government then undertook to supply the Commissioner, through the Hongkong and Shanghai Bank, with all the necessary information regarding Opium exported by junk from Hongkong, and in the case of steamers, to make out the Export Permit in duplicate, forwarding one copy by post to the Commissioner of Customs at the port of destination, the

over by a vessel entering Hongkong from the east. This rock is designated "Likin Rock" on the British Admiralty charts.

(k) The year 1894 will always be noteworthy as the first in which bubonic plague made its appearance as epidemic in Hongkong. The panic which ensued in this year upon the arrival of the disease was incredible. According to the annual Trade Report for 1894, merchants, boat-people, and working classes alike thought only of flight and how to escape contagion. The greatest mortality took place between the middle of May and the end of August. "During most of this period the harbour of Hongkong had a deserted appearance; it was difficult to obtain either boats or coolies to work cargo, and the usual busy hum of men and traffic was absent both ashore and afloat. . . . It may be of interest to observe that the Chinese, from the highest to the lowest, educated and ignorant alike, viewed it from a distinctly fatalistic standpoint. Apparently, they had but little faith in medicines, and more particularly those prescribed by European practitioners."

This distrust and suspicion of Foreign doctors was clearly shown by the publication, in Tungkun and Fatahan, of libellous placards respecting the treatment of Chinese patients in Hongkong. The British Consul at Canton, fearing that the safety of Foreigners residing in those districts was threatened, wrote to the Viceroy, and requested him to have proclamations issued and exhibited in those places. The Viceroy complied at once with the request, and instructions, of which the following is a translation, were sent to the local officials:—"The Viceroy has received communications from the British and from the United States Consuls on the subject of the false rumours which have arisen in consequence of the measures taken to arrest the plague in Hongkong. In Hongkong other regulations have been put in force, under which the Tung Wa Hospital treats patients according to Chinese methods, and nothing in the nature of a postmortem examination takes place. These are falsifications invented by story-spreading, trouble-creating scoundrels, and no one should on any account be misled by them. The officials addressed shall within two days issue a proclamation, and take effective steps to keep people in order, to admonish them, and to prevent any trouble arising."

There seems to be no room for doubt that Yunnan is the place of origin of this disease whose ravages have been felt in this district for the past eight years. Opinions were divided, however, as to how exactly the disease was introduced into Hongkong and the immediate neighbourhood. It seems to be now well proved that the Hongkong visitation came directly from Canton, and not from Pakhoi as many asserted. In support of this view, some extracts from the report on the 1894 epidemic made by Dr. Lowson, Medical Officer in charge of the Epidemic Hospital, may be found interesting:—

"Plague has been practically endemic in Pakhoi for over 20 years, as has been recorded by Drs. Lowry and Horden, the only occasion when it has been at all epidemic being about 10 years ago. The epidemic in Canton, according to the information at our disposal, began early in February 1894. During the four months following it was practically unknown in Pakhoi. In May it broke out in Hongkong, 90 miles from Canton and 375 miles from Pakhoi. Negative evidence is wanting to show that it did not come from Canton; positive evidence is wanting to show that it came from Pakhoi.

"An average of 11,000 passengers came from Canton every week, whilst only 64 came from Pakhoi. There were many patients fleeing from Canton on account of the plague—none fleeing from Pakhoi. Most certainly tens of thousands of persons died from plague in Canton from 1st January to 1st May 1894, whilst the dead were to be reckoned by tens only in Pakhoi during the same period, there being three or four steamers every day from Canton to Hongkong, whilst there were only six in a month from Pakhoi. Since 1873 it has been endemic in the provinces of Yunnan, a district about 900 miles from Canton, where the numbers dying of it yearly have been considerable. All this circumstantial evidence goes to prove that the disease was imported to Hongkong from Canton—and not from Pakhoi,—although in Canton it has been unknown, until the present outbreak, since 1850.

"On 2nd March a large Chinese procession was held in Hongkong, and, as a result, large numbers of people came from the surrounding country, it being estimated that 40,000 of the lowest class coolies came from Canton for the occasion. It has been maintained by some persons that this was the period during which Hongkong became infected. It is possible; but it appears to me that before nine weeks had elapsed the epidemic would have reached such alarming proportions that it must have been noticed earlier. It was only in April that people were reported as fleeing from Canton on account of the plague, and as these people were almost certain to have been in contact with the sick, it is most probable that some of them brought the disease into the Colony."

Dr. RENNIE, in his report on the plague at Canton in 1894, says:—

"The starting-point was doubtless Yunnan, and thence it most probably found its way to Pakhoi by one of the usual trade routes. The great highway of commerce between Yunnan and Kwangtung is the West River, on which are situated one or two *entrepôts* of trade with Pakhoi and Lienchow, through which opium and other products of Yunnan are transmitted to these cities. Inquiry in official circles shows, however, that no outbreak of plague has been known at Nanning-fu, Wuchow-fu, or other cities on the West River, which we should expect to find if the disease had spread by this channel. We feel, therefore, justified in excluding this route, and limiting ourselves to the more probable supposition that it reached Pakhoi overland through Kwangsi or the borders of Tonkin. Chinese authorities state that it reached Pakhoi from Tonkin; but it is known sporadically in the borders of Kwangsi, and this latter source is more probable.

"From official sources we learn that in 1891 the disease broke out in Kao-chao, the prefecture adjoining Lienchow, in which Pakhoi is situated; it had evidently, according to the Chinese, spread northwards from the latter city. During the present spring (1894) the disease prevailed in other places between Kao-chao and Canton; the outbreak at Yang-chiang was especially severe, and no doubt other towns and villages suffered equally from the ravages of the plague in its march northwards. . . .

"On the outbreak of the disease in Canton many persons, especially the well-to-do, removed into the country, thus forming fresh foci for its dissemination; and, in the same way, the outbreak in Hongkong, no doubt, arose from persons having migrated from Canton

to Hongkong while actually suffering from the disease or during the short incubation period. . . . If it came to Canton by sea, it is rather remarkable that Hongkong, which is nearer to and in direct communication with Pakhoi, should have been visited by an outbreak nearly two months later than Canton."

No figures can be obtained of the cases and mortality amongst the Natives in the Chinese districts round Hongkong. The figures for Hongkong itself, however, have been published in the Government Gazette, and they may be taken as an index of what was experienced in the surrounding localities; the number of cases, number of deaths, and the per-centage of mortality were:—

1894.—Cases, 2,500; deaths, 2,317; mortality, 92.7 per cent. The greatest number of deaths occurred in June and July.

1895.—The number of cases was only 44. This gratifying decrease was undoubtedly due, in some measure, to the precautions taken by the authorities. A daily house-to-house visitation was maintained in certain districts, the night steamers from Canton were regularly watched, and special attention was paid to disinfection.

1896.—Cases, 1,205; deaths, 1,078; mortality, 89.5 per cent. The three worst months were March, April, and May. It was observed that in this year the number of hours of sunshine was considerably smaller than that of any of the previous years 1892-95, and that during February, March, and April the humidity of the atmosphere was exceptionally high.

1897.—Only 21 cases.

1898.—Cases, 1,320; deaths, 1,175; mortality, 89 per cent. The greatest number of cases occurred in April, May, and June.

1899.—Cases, 1,486; deaths, 1,434; mortality, 96.5 per cent. The worst months were May, June, and July. This was the first time that the disease was epidemic in two successive years. It may be noted that the island of Changchow, which was taken over by the British in this year, and on which we formerly had a Customs station, suffered from an outbreak of plague in the months of April and May, and that, previous to the attack on human beings, an epidemic of what appears to have been swine fever prevailed amongst the pigs on this island. Rinderpest was also prevalent, during this as in other epidemic years, amongst the cattle in the district.

1900.—Cases, 1,082; deaths, 1,034; mortality, 95.5 per cent. April, May, and June were the worst months.

1901.—Cases, 1,750; deaths, 1,666; mortality, 95.2 per cent. The heaviest mortality occurred in May and June.

Typhoons are anything but rare occurrences during the summer months on the south coast of China; they do not, however, as a rule, do much damage—at least, not so much damage as would justify their being looked upon in the nature of a calamity. The visitations

to this district of two especially severe ones must be recorded. The first occurred on the 29th July 1896, and, though the blow lasted only a very short time, a great deal of damage was caused to property both ashore and afloat, and a severe loss of life was occasioned amongst the seafaring and fishing people, who are always the first to suffer at such a time. The frontier fence at the Kowloon boundary was almost entirely destroyed, and the guard huts, roads, and bridges in the vicinity all suffered great damage. A stone jetty opposite our Laichikok godown was washed away. Besides the wreckage of Native craft, which was considerable, the Chinese gun-boat *Chantung* was blown on to the rocks of Chunghue Island; she was, however, successfully refloated on the 24th August.

The second serious typhoon occurred on the night of the 9th and the morning of the 10th November 1900. The damage to Customs property was greatest at Samun, over which island the centre of the typhoon appears to have passed. The revenue steamers and launches all got into sheltered bays in time, and escaped any serious injury—a few small collisions took place, owing to the crowded state of the anchorages in which they took refuge. Fortunately, no loss of life amongst the staff has to be chronicled. The cost of repairs to the launches and stations came to a little over \$1,000 only. The damage done in Hongkong Harbour was very considerable; numbers of smaller boats were completely wrecked, and a dredger—the *Canton River*—was overturned and sunk.

(L) No noteworthy visits to the Kowloon Custom House and stations are, as can be understood, to be recorded. It may, however, be as well to give a list of notable people who have visited or passed through Hongkong since 1892.

In July 1893 H.I.H. the Crown Prince of Austria was paying a visit to Hongkong. The revenue steamer *Chuentiao* was placed at his disposal, and in it he and his suite made a round trip to Canton and Macao and back. The trip lasted from the 23rd to the 27th July.

His Excellency CHANG YEN-HOON arrived in Hongkong, by the s.s. *Empress of Japan*, on the 14th September 1897, and proceeded in a few days to Canton.

On the 5th December of the same year (1897) His Excellency LU HAI-HUAN, Chinese Minister to Germany, passed through Hongkong, in the s.s. *Bayern*, on his way to Europe. During his stay in Hongkong he called officially on the Governor, the Admiral, and the General.

H.R.H. Prince HENRY of Prussia came to Hongkong on the 10th March 1898, and was the guest of His Excellency the Acting Governor, General BLACK. The Prince made a trip up the West River in the revenue launch *Kwanfung* lasting from the 4th to the 7th April, and at its conclusion showed his appreciation of the attentions of the launch officers by presenting each with a handsome gold breast-pin.

The reformer K'ANG YU-WEI arrived on the 29th September 1898, in the s.s. *Ballaarat* (escorted by H.B.M.S. *Bonaventure*). Quarters at the Hongkong Gaol were offered to him by the Colonial Government, and accepted. He was there secure from all attempts on his life or liberty.

Lord CHARLES BERESFORD passed through on the 30th September 1898, in the s.s. *Paramatta*, on his way to Shanghai.

His Excellency LI HUNG-CHANG arrived, by the s.s. *Ernest Simons*, on the 14th January 1900, and left again for the North, by the s.s. *Anping*, on the 18th July, during the Boxer troubles.

On the 25th July 1901 H.I.H. Prince CH'UN passed through, on the s.s. *Bayern*, on his mission to the German Emperor with reference to the murder, in 1900, of the German Minister in Peking.

(m.) to (p.).

(q.) The subjoined table shows the state of the junk traffic from 1892 to 1901, the figures being the entries at the Kowloon stations:—

YEAR.	Inwards.	Outwards.	TOTAL.	YEAR.	Inwards.	Outwards.	TOTAL.
1892.....	29,022	29,139	58,161	1897.....	31,503	31,373	62,876
1893.....	31,977	32,066	64,043	1898.....	30,986	30,980	61,966
1894.....	31,311	31,122	62,433	1899.....	22,847	22,783	45,630
1895.....	35,756	35,594	71,350	1900.....	22,168	22,093	44,261
1896.....	34,497	34,279	68,776	1901.....	22,812	22,565	45,377

The marked increase in 1895 and 1896 was due to the great importations of Foreign rice which were made in those years—over 12,000,000 piculs were brought in in each year, as against an annual average of some 7,000,000 piculs. The falling off in the figures since 1899 does not point to any decrease in trade, but merely marks the time from which our stations were pushed farther back from Hongkong. Many junks now reach their destinations after leaving Hongkong without entering Chinese waters, and do not approach any of our stations.

The conditions of Native shipping in this district being exactly the same as when the Kowloon Report in the last issue of this series was written, there is practically nothing to add to the facts and figures then given. The following information has, however, been recently obtained about the junks calling at Taishan station—they representing about 70 per cent. of the total number in our Returns.

Each part of the country appears to have a peculiar style (in build) of junk; but, as far as can be ascertained, there are no distinctive names for the different styles. The following names and classifications are met with:—First, *heung-tao* (餉渡), or "Duty-paying" junks; these are the large regular traders which carry cargo to and from Hongkong and Canton, Taiping, Chantsun, Sbeklung, Santong, Samchow, Namtow, etc. Junks of this class which do not trade regularly are called *pin ch'uan* (便船); and smaller junks with no fixed places to and from which to trade are styled *ni-shui ch'uan* (二水船). East coast junks are called *tung ch'uan* (東船); and those having an eye on either bow, *tai-ngan-kai* (大眼雞). Other junks take their name from the commodity they carry, such as bricks, stone, salt (under license from the

Salt Commissioner), night-soil, mud, rice, coal, etc. Fishing junks also engage in cargo-carrying occasionally, when fishing does not pay well.

With regard to papers taken out: "Duty-paying" junks carry a local license, which costs about *Tls* 120 a year; a Hongkong license, \$25 a year; a *ch'uan-p'ai*, \$5 a year; and, if arms are carried, an Arms Certificate. The latter may be issued either by the Kowloon office, free; or by the Native authorities, in which case it is charged for. The *ch'uan-p'ai* gives the name of the junk, master, owner, number of the crew, etc. If the junk is a regular trader, this office also issues her a Pass Book, in which her arrival at and departure from a station are recorded upon each occasion. This Pass Book forms a check upon a junk "jumping the stations," i.e., passing the stations without reporting.

A junk with a capacity of 4,000 piculs carries a crew of about 30 men, and the capital required to manage a junk of this size engaged in regular trade would be from \$6,000 to \$8,000. The working expenses of such a junk as this are \$20 to \$23 a day. Reliable particulars regarding the profits of voyages and the per-centages of losses cannot be obtained, as the junk masters always decry their own gains. If a very good voyage is made, they will own to having gained a little; otherwise they invariably report a loss.

As far as can be learned, there is no form of insurance for junks; but risks are accepted on the cargoes by insurance houses, Foreign style, in Hongkong.

The following table shows the entries of steam-launches at the Kowloon stations for the past 10 years:—

YEAR.	Inwards.	Outwards.	TOTAL.	YEAR.	Inwards.	Outwards.	TOTAL.
1892.....	7,721	7,720	15,441	1897.....	3,713	3,713	7,426
1893.....	14,146	14,146	28,292	1898.....	2,322	2,322	4,644
1894.....	10,523	10,523	21,046	1899.....	620	620	1,240
1895.....	7,368	7,368	14,736	1900.....	1,932	1,925	3,857
1896.....	4,438	4,438	8,876	1901.....	2,218	2,213	4,431

The gradual decline in these figures from 1893 to 1899 seems to have kept pace with the amount of success attained in the suppression of gambling in Kowloon city. Gambling being declared illegal in Hongkong, thousands of passengers used to run across the harbour daily to Kowloon, to one of the gambling hells there. One launch in this way would often make several trips in a day, and would be entered on each trip as arriving and departing. In 1893 instructions from Peking were received by the local officials that all these gambling-houses were to be shut up; the process of suppression was a very gradual one, and the effects were felt for several years. The figures for these Kowloon launches do not, of course, appear in the Returns since 1899, in which year our stations were removed. The increase since then shows the natural growth of the steam-launch traffic. These launches carry passengers only, and run, with special permission, to certain places only.

(r.) and (s.).

(t.) Concerning the numbers of the Customs staff, there are no special remarks to be made. A pretty steady average of 70 Foreigners and 700 Chinese has been maintained through the 10 years. In the early years of the decade there were three, and occasionally four, revenue steamers attached to the district; there are now only two, and the loss in number of ships crews is made up for by the increase in the frontier staff.

(u.) to (z.).

R. B. MOORHEAD,

Commissioner of Customs.

CUSTOM HOUSE,

Kowloon, 31st December 1901.

LAPPA.

DECENNIAL REPORT, 1892-1901.

(a.) Owing to the close proximity of Canton, Kowloon, and Lappa—all in the Kwangtung province,—and for the sake of avoiding repetitions, this Report will be confined to recording the chief occurrences in Macao and the immediate Chinese districts. The Lappa stations being, so to speak, pulses of Macao, what affects the latter is immediately reflected in the former. A Report not taking into consideration the “happenings” in Macao would necessarily be incomplete; and this must be my excuse for mentioning so much about the Portuguese Colony in what follows.

The 10 years under review have been, generally speaking, peaceful and uneventful ones, and trade has not been stopped or interfered with to any great extent by unusual occurrences. The war between China and Japan passed almost unnoticed in these parts, as was likewise the case when the Boxer troubles broke out up North in 1900. What interfered slightly with trade was the first epidemic of bubonic plague during the spring and early summer of 1895, which for a time, while the panic lasted, brought business almost to a standstill. Every succeeding year has, more or less, seen a recurrence of the disease; but as it is now accepted as the “inevitable,” little attention is any longer paid to it, and nothing of a panic takes place on its appearance. Droughts and typhoons, which destroy crops, are immediately followed by a diminished trade, for the purchasing power of the country is thereby affected; but epidemics carrying off thousands of victims have no visible effect. On the contrary, it may be argued that epidemics prove advantageous to Export trade, inasmuch as there are fewer months to feed, and therefore more local produce available for sending elsewhere. There is always, under all circumstances, an abundance of labour, so the productiveness of the country is in no way diminished.

One of the most curious and instructive occurrences that happened during the decade was a “boycott,” instituted by the Chinese, as a protest against what they considered an infringement on their personal rights by the Macao authorities. In the spring of 1892 the Macao authorities, with a view to give effect to peremptory orders from Lisbon to increase the revenue, proposed and obtained permission from the Home Government to establish a farm for the sale of *liao-pan* (料半), a cheap kind of samshu distilled from rice, much used by workmen and the poorer classes. The farm was eventually purchased by a Hongkong Chinese, for \$7,800, and, under the conditions prescribed by the authorities, a tax of 3 candareens per catty (almost 5 cents) was leviable from 1st May. As this meant an increase in the price of this wine of 16 per cent., on an average, great discontent was caused, especially as reports were circulated that this was but a beginning, and that taxes were to be levied on all the necessities of life, one after the other.

Petitions from the Chinese poured into the Leal Senado praying that the farm be cancelled, and that body, after a careful inquiry into the circumstances, forwarded them on to the Governor, on the 11th May, with a strong recommendation that the prayer be granted. No reply having been given, the Chinese community determined to suspend business. On the 20th almost every shop in Macao was closed; nothing could be bought; no one would work; and no cargo could be landed or shipped. So general a suspension of business was said to have been unprecedented during three centuries. The Government telegraphed over to Hongkong for rice, with which to open a dépôt for the sale of it to poor Portuguese; but convicts had to be employed to land it. Things continued in the same state on the 21st—except that the excitement among the populace had been largely increased by the ill-advised action enjoined on the soldiers and marines in forcing shops to open, when it was generally found that the stock-in-trade had been entirely removed; and that, scenting mischief, large numbers of the Triad Society had flocked into Macao. Arrangements were said to have been made to fire the town at several points that evening, and the lives of prominent Chinese merchants had been threatened. The following day the Government had to back down, and the shops all reopened. It was stated that this was brought about by a prominent Portuguese making himself responsible for the taxes leviable by the farm for six months, so as to permit of the case being referred in its entirety to Lisbon. On the 28th the farmer was bought out, \$8,000 being paid him to abandon his concession. The Government afterwards adopted a system of licensing the wine shops, which brought in about the same revenue as the farm would have done, but was *minus*—in the eyes of the Chinese—the objectionable features of a monopoly. Since that time many monopolies have been started, and no longer are efforts made to combat the principle. In fact, the prediction made then—that the farm for the sale of *liao-pan* was but a beginning, and that taxes were to be levied on all the necessities of life, one after the other—has come true. These monopolies are all managed by Chinese, who pay fixed sums for the privilege and make large profits for themselves. Such monopolies certainly increase the cost of living in Macao, and keep down competition—the soul of trade; but they bring in necessary revenue, and as a fair proportion of this is spent in making improvements—sanitary houses, roads, etc.—the system has some advantages.

Towards the close of 1892 the Companhia Metropolitana de Rio Janeiro, for the promotion of Chinese emigration to Brazil, opened an agency in Hongkong; but the legislative enactments there being unfavourable to such an enterprise, the *locus operandi* was removed to Macao and the German s.s. *Tetartos* chartered to convey the emigrants to their destination. The steamer was arrested in Hongkong in July 1893, on a charge of infringing the Chinese Emigration Ordinance of 1889; but was acquitted by the jury and released. In September she came to Macao, and left on the 17th October for Rio, with 474 “emigrants.” She was reported to have reached her destination, but the actual date of arrival was variously stated. The Chinese authorities protested against this emigration; and the objections to it were many and serious. A Treaty was negotiated, it is true, between China and Brazil in 1881; but no provision was made in it for emigration, and its inadequacy and the necessity for a supplementary special Convention, in order to secure the labour desired, had been recognised by Brazil, by the despatch to China, for this purpose, of a special Envoy, who was then *en route*. Brazil had no representative in China, and China had no accredited agent in Brazil to watch the emigrants

interests; the latter country was in the throes of revolt; and the fact that the company refused to await the Envoy and the conclusion, by him, of the negotiations its own Government acknowledged to be necessary, naturally raised suspicion of its *bona fides*, especially as the terms offered the emigrants contained a most objectionable clause, transferring the emigrant and his contract to third parties. The Macao authorities virtually maintained that, so long as the emigration was conducted in conformity with Portuguese law, China had no ground of remonstrance. As a matter of fact, Portuguese law provides only for *free* emigration, *i.e.*, emigration under which each emigrant pays for his own passage—an impossibility when the passage is as costly as it is to Brazil. But waiving this point, and admitting that emigration to Brazil under suitable conditions might be desirable, China would, under the circumstances detailed above—and seeing that the emigrants were not residents of Macao, but subjects of China,—have failed in one of the primary duties of a self-respecting Government to its subjects had she remained silent. Her protest was ignored; but no second steamer has been despatched.

Early in 1893 proclamations were issued by the Chienshan Magistrate, in accordance with instructions received from the Viceroy, prohibiting Foreigners from shooting in the Heungshan district. The reason of this prohibition was said to have been owing to the carelessness on the part of Portuguese, often mere boys, who roamed about the neighbouring districts shooting at everything they saw, regardless of what might be in the line of fire. Several accidents to Chinese had occurred, and on these being reported to the Viceroy, he decided on total prohibition of shooting in the Heungshan district. Considerable correspondence followed between the Chinese and Portuguese authorities, the Governor of Macao declining to admit the right of the Chinese to prohibit Foreigners entering China from Macao for any purpose whatsoever. He expressed a willingness to see that any regulations regarding sport which existed in China were complied with; but as, under the Treaties, Foreigners were allowed to freely travel within the 100-li radius, he claimed that Macao must stand, in this respect, on at least an equal footing with a Treaty port. He suggested to the Viceroy that shooting regulations, applicable to Natives and Foreigners alike, should be drawn up, as had been done in Japan, and that he would see that they were complied with by the residents of Macao. This suggestion was rejected by the Viceroy, on the ground, it was said, that as the Treaties made no mention of shooting, Foreigners could not claim the right to shoot at all, and therefore the authorities were justified in prohibiting it and refusing to grant, in this connexion, extra-Treaty privileges—the right of Foreigners to move about freely without firearms not, of course, being contested. Notwithstanding the prohibition, sportsmen from both Hongkong and Macao still continued shooting in the proscribed Chinese territory, and, as long as they avoided the immediate neighbourhood of Chienshan, met with no interference of any kind. Towards the end of August 1893, however, four Portuguese, shooting in the vicinity of Chienshan, were surrounded by Chinese soldiers and had their fowling-pieces taken away from them. They were not molested in any other way. The guns were reported to have been confiscated and sent to Canton. The affair caused an extraordinary amount of ill-feeling in Macao, and the local press was full of articles and letters on the subject. The prohibition was evidently withdrawn shortly afterwards, as shooting has gone on since without any attempt on the part of the Chinese authorities to stop it.

The delimitation of the frontier between Macao and China was not proceeded with during the decade under review, and, as was to be expected, several small disputes about boundaries resulted. What is known as the "Macarira incident" occurred towards the end of 1895 and in the beginning of 1897. Macarira is the island just south of the Macao peninsula, and its northern shore forms the southern bank of the Malowchow Pass; it is undoubtedly Chinese, as the Portuguese have never attempted to function in any way in the adjacent waters. The incident was brought about by the Macao Government attempting the construction of a military post on the eastern end of the island, opposite Taipa. The local Chinese authorities objected to this; but no attention was paid to their objection. They consequently reported the matter to the Canton Viceroy, who referred it on to the Tsungli Yamen at Peking. The Yamen at once sent a protest against this encroachment on Chinese territory to the Governing Board of Macao (the Governor being then absent), and at the same time instructed the civil and military officials of Chienshan—to whose jurisdiction Macarira belongs—to take the necessary steps to cause the removal of the unauthorised buildings. When these officials tried to visit the spot for an inspection, their landing was forcibly opposed by two armed Portuguese launches. The Chinese retired before this show of *force majeure*, and reported to the Viceroy for further instructions. For a time it looked as if serious trouble would result; but in the end wiser counsels prevailed, and an arrangement was arrived at by which both sides agreed to withdraw from the island and all building operations were to cease. This arrangement is still in force. The appointment from Lishon, towards the end of 1901, of a special Envoy and Minister Extraordinary to Peking would seem to indicate that an attempt will shortly be made to delimitate the boundaries. It would certainly be much more satisfactory, from every point of view, if some definite understanding could be arrived at.

In March 1899 what is known as the "rice junk case" occurred. On the morning of the 7th March the Customs launch *Lungtsing* seized a junk laden with rice, the exportation of which had at that time been prohibited. The seizure was made in the vicinity of Kiao Island, about 19 miles north of Macao, where, on the approach of the *Lungtsing*, the crew of the rice junk deserted her. The junk was towed to the Nine Islands Customs station, where she was left in charge of four Customs sailors, in uniform, whose orders were to sail the junk to Malowchow via Water Island. Towards 6 o'clock of that afternoon the junk started for Malowchow, but shortly afterwards was becalmed. The calm lasted all night and the following morning, when, in addition, there was a heavy fog. Owing to the fog and strong current, the junk drifted into Portuguese waters off Cahrita Point, and was there seized by a Portuguese Government launch sent purposely to look for the junk. It seems that some of the crew, who had abandoned the junk on the approach of the *Lungtsing*, had come to Macao and reported that their vessel had been pirated by the *Lungtsing* in Portuguese waters. The rice junk, after being re-seized by the Portuguese, was taken to Macao, and the four Customs sailors found on board her were thrown into prison. An investigation, with closed doors, was held, and the Governor's decision was that the junk and her cargo were to be handed back to the Chinese consignees. The case, however, was referred to Lishon, and is still unsettled.

The following extracts from the "Echo Macaense" of 26th March 1899 will show that the Governor's action was not approved by the editors of that paper:—

"The 'Lusitano' comes to the charge, dashing its arms in defiance, flaunting our lack of patriotism in our faces with these words, 'The "Echo" was fully aware that the junk was seized in our waters and that a real piratical act was practised by the seizing cruiser,' etc. The occurrence took place in quite a different manner, and a careful inquiry shows that the facts were as follows:—Export of rice from China is under prohibition, by order of the Viceroy of Canton. In compliance with this order the Chinese revenue cruisers chase smugglers. While engaged on this duty on the 7th March, the cruiser *Lungtsing* was boarded by three informers, who stated that, abreast of Kiao, 19 miles north of Macao, there was a fishing junk laden with rice. The cruiser proceeded to the place indicated and seized the junk, whose crew had just fled ashore. The junk was towed to Nine Islands, where there is a Customs station; but on the way, and before arrival there, the three Chinese informers were put on board a passing fishing junk. The *Lungtsing* placed four of her sailors on board the arrested junk and went away north. The junk was to proceed to Malowchow station, at the entrance of Macao Inner Harbour, keeping to the south of Taipa and Colowan Islands; but, owing to a strong in-setting current, she drifted into the Macao roadstead. The consignees of the rice were informed of this fact, and immediately made a complaint to the Capitainerie, whereupon a Macao police launch was sent, and met, in Portuguese waters, the junk in charge of the four *Lungtsing* sailors: the police launch arrested the sailors and detained the junk. Such are the facts that we have minutely investigated and heard from those who can give a faithful and reliable account of the occurrence. It is evident, therefore, that the appearance of the junk in Macao waters was an unexpected incident, which, while no doubt capable of giving rise to a delicate question, could in no sense be interpreted as a deliberate attempt against laws and rights, this incident being unexpected and the result of *force majeure*."

The article then gives a long dissertation on the laws applicable to the case, and finally criticises the Governor's decision:—

"There was no trial. There was but one-sided evidence. The decision was not based on any law. There was only an investigation, that lasted for three days, with closed doors, in the Procuratura Administration of Chinese Affairs; and we know that in this investigation they failed to prove that the seizure had taken place in Portuguese waters. After this investigation, the four sailors of the Chinese cruiser were released; but, by order of the superior administrative authority of the Colony, the junk and cargo were handed to those Chinamen who presented themselves as consignees. . . . Further, we must bear in mind that the four sailors were released without being punished, which shows that they were not guilty of any crime, nor even of breaking any regulation. The release of these four sailors without any punishment proved that the crossing through the Portuguese waters by the arrested junk, in charge of the four sailors of the *Lungtsing*, did not constitute any crime nor breach of regulation. Consequently, if that incident was lawful, it could not invalidate the seizure nor destroy the legitimacy of the possession. If it is true that the seizure took place outside Portuguese waters, and if the officers of the Chinese Customs were already in possession of the junk when she met the police launch, it seems to us that the question is extremely simple and cannot offer any ground for doubt, as the incident of the prize crossing Portuguese waters

did not invalidate the seizure nor destroy the legitimacy of the possession. This was our first impression, and we expressed it very frankly, with the desire to assist in clearing up this matter; and now, having studied the question more attentively, we maintain our original opinion, because we do not see any fact, law, or rule that can persuade us to change it."

(b.) During the decade (1892-1901) the net annual value of the trade in junks passing the Lappa stations has been as follows:—

	Hk.Tta		Hk.Tta
1892	9,483,754	1897	13,143,774
1893	9,640,989	1898	12,030,939
1894	9,295,373	1899	13,748,518
1895	9,375,928	1900	13,573,069
1896	12,596,298	1901	14,606,412

In comparing the figures of 1901 with those of 1892, the increase in the value of the trade would seem to have been over 54 per cent. This, if really true, would have been most satisfactory; but, unfortunately, it is not so. The increase is principally due to a change in the Kowloon Customs stations around Hongkong, owing to the extension of British territory in 1899, which resulted in the withdrawal of the Changchow station. All the trade passing the latter to and from Hongkong, and previously included in the Kowloon statistics, in October of that year (1899) came under the supervision of the Lappa Customs, and has helped to swell our statistics to no inconsiderable extent. Up to that time the Lappa statistics only took into consideration the trade to and from Macao. During the last three months of 1899 this Hongkong trade increased the Lappa values by Hk.Tta 847,303; in 1900 the increase amounted to Hk.Tta 3,794,327; and in 1901, to Hk.Tta 4,399,186. After deducting, for purposes of comparison, the Hongkong trade during the past three years from the Lappa statistics, the net value of the trade of each year was as follows:—

	Hk.Tta
1899	12,901,215
1900	9,778,742
1901	10,207,226

The increase, therefore, of 1901 over 1892 shrinks to the insignificant sum of a little more than Hk.Tta 700,000—not 8 per cent.

The first four years of the decade present no marked changes; but in 1896 there was the big increase of over Hk.Tta 3,000,000 in the value of the trade. While the trade of that year did increase, it did not do so to the extent indicated, a portion of the increase being due to a change in the system of valuation of articles. Prior to 1896 the values of the Lappa Customs were too low, and led to an under-valuation of the traffic passing through the Lappa stations; consequently, a readjustment of values to correspond with those prevailing at the Canton and Kowloon Customs was made. This revision, while bringing Lappa in line with the neighbouring Custom Houses, had the effect of introducing the element of an exaggerated increase in respect of comparisons instituted between the values of the trade prior and subsequent to that year. The best year of the decade was, undoubtedly, 1897, when the total value was more than

Hk.Tta 13,000,000. The year 1899 came pretty close to 1897, with Hk.Tta 12,900,000. The following year—1900—saw the value decline to Hk.Tta 9,700,000; and 1901, to Hk.Tta 10,200,000. Viewing the trade of the latter two years from a Macao point of view, a large decrease has taken place compared with the trade of the previous four years, and the slight increase in value over the first four years of the decade is fully accounted for by the appreciation in the silver value of commodities.

There can be no doubt that the trade of Macao is decreasing, and will continue to decrease, with every increase of steam communication from Hongkong to inland places. The opening of the West River, as will be shown later on, has taken much trade from Macao; and the opening of the French port of Kwangchowwan, in the Luichow peninsula, has also injured her junk trade. This injury will go on increasing, unless the Chinese Government takes steps to ensure that the trade entering and leaving her districts in the neighbourhood of Kwangchowwan pays the same Dues and Duties as the trade passing the Lappa stations. The establishment, too, of regular lines of junks towed by steam-launches, trading from Canton to places down the south-west coast (i.e., Yeungkong, Tinpak, and Shnitung), is taking away trade that formerly passed through Macao. Transshipments of Foreign goods from Macao have fallen from an average value of Hk.Tta 3,050,000 during the first four years of the decade, and Hk.Tta 3,550,000 during the second four years, to Hk.Tta 2,190,000 in 1900 and Hk.Tta 1,840,000 in 1901. Transshipments of Native Imports during the latter two years, on the other hand, show considerable increases over the first four years of the decade, and but a slight decrease when compared with the second four years.

Since the trade passing the Changchow station has come under the supervision of the Lappa Customs, our statistics prove that both Foreign and Native Imports are arriving from Hongkong in annually increasing quantities. This seems to indicate that the Chinese are going to the fountain-head for supplies, and have found out the folly of taking water from the wayside tap. No doubt high steamer freight rates and the additional cost of transshipping after arrival in Macao have led to this change. With many cargoes, a day more or less *en route* has no disadvantages, while the saving in freight is considerable, and in these days of keen competition every cent must be looked after. Exports to Macao during the first four years of the decade averaged Hk.Tta 4,026,000, and during the second four years, Hk.Tta 5,660,000, while the average for the last two years was Hk.Tta 4,908,000. The direct Exports to Hongkong for 1900 and 1901 averaged Hk.Tta 1,035,000.

Coming to the changes that have occurred in articles of import during the decade (see comparative table of principal Imports given as Appendix No. 1 at the end of this Report), the serious decline that has taken place in Cotton Piece Goods is most noticeable. The importation of 1892 was 359,366 pieces, representing a value of Hk.Tta 696,000. The following year—1893—the importation dropped to 290,586 pieces; and in 1894 there was a further drop, to 217,636 pieces. In 1895, 1896, and 1897 the trade in Cotton Piece Goods revived somewhat, the total import having been, respectively, 269,914, 256,642, and 245,377 pieces. In 1898 there was a big decline, to 128,138 pieces; and the three succeeding years saw a further drop, the figures for 1899, 1900, and 1901 being, respectively, 93,021, 85,728, and 71,969 pieces. The falling off in

1894 was largely due to the serious drought which prevailed till late in the spring of that year, which reduced the harvest and diminished the purchasing power of the surrounding districts. Furthermore, the war with Japan withdrew a considerable amount of money from the people of this province. To crown the misfortunes, four typhoons, in quick succession, were experienced towards the end of September, inflicting great damage both ashore and afloat. The decline in 1898 and the following years was, no doubt, due to the opening of the West River, which event took place on the 4th June 1897. Steam vessels with cheap freight rates made it much more advantageous to the large consuming centres—such as Koungmoon, Chantsun, and Shuntak, formerly customers of Macao—to draw supplies from Hongkong and Canton, notwithstanding the fact that *via* Macao a reduction of 40 per cent. is allowed on the Duties leviable. The merchants of Macao made an attempt to retain this trade, by putting on two small Portuguese steamers between Samshui and this place; but the venture met with little success. It is impossible for Macao to compete against Hongkong for the trade of places in direct communication with both places, the mere cost of transshipment—landing and reshipping—putting the former at a great disadvantage.

Taking the principal items under the Cotton Piece Goods heading:—White Shirtings, the importation of which in 1892 amounted to 161,207 pieces, have been decreasing year by year with accelerated rapidity, falling to the puny figure of 5,379 pieces in 1901. Grey Shirtings in 1892 registered a total of 95,020 pieces; the tale of nearly every succeeding year is one of constant and abrupt decline, till they sank in 1901 to the comparatively insignificant total of 6,752 pieces. Dyed Shirtings (Figured, etc.) have remained fairly steady, with an importation of 12,798 pieces in 1892, 13,326 pieces in 1896, and for the last three years of the decade have averaged 12,000 pieces, or practically the same as that of 1892. T-Cloths have receded from 72,709 pieces in 1892 to 13,067 pieces in 1901; the decline since 1893 has been steady and continuous. Cambrics, Lawns, and Muslins had an importation of 7,602 pieces in 1892, the following year showed a small decrease, while in 1894 there was a big drop, to 3,606 pieces; the succeeding six years importations show but little variations from the 1894 figures; during the last year of the decade the quantity rose to 4,976 pieces. Unclassed Cotton Goods is the only item under the Cotton Piece Goods heading which shows an increased importation during the decade. In 1892 the quantity was 10,030 pieces, and though the demand somewhat slackened during the following two years, a marked advance set in in 1895, which was well maintained, importations having reached 32,414 pieces in 1901. The leading items included under the Unclassed heading, arranged in the order of their present importance, are Japanese Cotton Flannel, Damasks, Chintzes, European Cotton Flannel, and Japanese Cotton Cloth. In 1901 the aggregate value of Unclassed Cotton Goods was *Hk.Tā* 69,249, of which *Hk.Tā* 62,675 represented the value of the leading items as enumerated, to which fabrics of Japanese origin contributed more than half, namely, *Hk.Tā* 39,418. Japanese Cotton Goods, by reason of their comparative cheapness, have gained a strong hold on the market, and are steadily supplanting English, American, and German goods of a similar class, notwithstanding the superior quality of the latter. Japanese Cotton Flannel appeared for the first time in our statistics in 1894, when 87 pieces arrived; in 1895 it was imported to the extent of 4,507 pieces; and thenceforward, with the exception of an unimportant lapse in 1898, it increased rapidly

and gained a solid footing in the market, the importations amounting to 16,063 pieces in 1900 and 15,037 pieces in 1901. Dyed Cotton Damasks, having fallen off continuously from 830 pieces in 1892 to 380 pieces in 1898, rose from 982 pieces in 1899 to 2,322 pieces in 1901; the explanation of this increase is reported to be due to this fabric being more glazed during the last couple of years and lending itself to lining purposes. While the demand for Chintzes has fluctuated somewhat from year to year, comparison shows that the importation of, roughly, 4,000 pieces in 1892 has been, generally speaking, fully maintained. European Cotton Flannel has had a checkered career. In 1893 arrivals amounted to 762 pieces, and speedily declined to 260 pieces in 1895, falling the following year to 22 pieces; they vanished entirely from our statistics in 1897, and assumed in 1898 nearly their original proportions, to fall heavily in 1899; in 1900 the importation amounted to 1,135 pieces, and in 1901 to 1,494 pieces. The quantity of Japanese Cotton Cloth received in 1892 was 3,036 pieces. On the whole, the trade in this article has been characterised by an upward tendency: in 1899 the importation amounted to 10,305 pieces; but in 1900 there was a sharp relapse to 4,813 pieces; in 1901 it partially recovered, with 8,087 pieces. This Cloth is largely used for under-clothing by the well-to-do and for outer apparel by the poorer classes.

The decline in Indian Cotton Yarn began during the first year of the decade, the importation of 1892—62,656 piculs—showing a decrease of nearly 40,000 piculs under that of 1891. This heavy fall was reported to be due to Chantsun and Tungkun drawing, from 1892, the bulk of their supplies from Canton instead of Lappa. Importations decreased in the following year to 34,896 piculs, and fluctuated but slightly till 1898, when they rose to 44,014 piculs. Decline set in again in 1899, and continued to the close of the decade, when the total importation amounted to only 26,517 piculs, against an annual average of about 34,000 piculs for the years 1893 to 1897.

The demand for Woollen Goods has never been great in this semi-tropical climate; but what little demand there was has been consistently decreasing. The total arrivals in 1892 were 14,495 pieces, and in 1901 the figure had steadily declined to 5,123 pieces.

The trade in Metals of all kinds has continuously increased, the value of importations in 1892 amounting to *Hk.Tā* 46,000, and to *Hk.Tā* 149,334 in 1901. Nail-rod Iron rose from 2,915 piculs in 1892 to 6,527 piculs in 1901; Bar Iron, from 1,864 to 4,417 piculs; Iron Wire, from 186 to 1,830 piculs; Old Iron, from 13,966 to 18,830 piculs; and Unclassed Ironware, from 2,950 to 6,464 piculs. Lead in Pigs increased from 1,241 to 1,489 piculs; and Steel, from 459 to 526 piculs.

In Foreign Sundries, Raw Cotton has fluctuated considerably during the decade. In 1892 18,426 piculs were imported; in the following three years importations fell to an average of 6,000 piculs, when an upward tendency asserted itself, which reached to 16,100 piculs in 1899; then an abrupt fall took place, reducing the 1900 total to 5,055 piculs; a slight recovery occurred in 1901, the quantity rising to 8,504 piculs. Another article of rapid growth and rapid decline was Matches. The importations of 1892 were 160,563 gross; in 1895 they had risen to 509,914 gross, consisting almost exclusively of Japanese make; and in 1896,

notwithstanding a rise in price from \$14 to \$19 per case, they reached the record figure of 764,431 gross; the quantity in 1897 fell to 394,187 gross, and has continued to decline during the following four years, the importations of 1901 aggregating only 118,576 gross. The marked decrease since 1897 is undoubtedly due to the opening of the West River. American Flour averaged over 20,000 piculs during the first five years of the decade, when the consumption fell to an average of 15,000 piculs in the three following years; in 1900 it rose to 22,853 piculs, and 1901 saw a further increase, to 27,450 piculs.

There has been a big jump in the arrivals of Kerosene Oil during the decade: in 1892 the quantity was 658,427 gallons, while in 1901 there were 1,747,360 gallons. But this large increase is in the direct trade with Hongkong; the Macao trade in this article is slowly being extinguished, owing to the ill-advised action of the Macao authorities in allowing a Kerosene Oil monopoly to be started in 1894. No one but the farmer is allowed to buy and sell this commodity, and he, in his haste for wealth, raised the price to such an extent that traders were forced to go to Hongkong for supplies. In 1893 the quantity of Oil shipped from Macao was 878,603 gallons. The monopoly was started on 1st April 1894. During the ante-monopoly first three months of 1894 large shipments of Oil were made, and consequently the year's figures show only a slight reduction, to 751,977 gallons; the following four years, however, shipments decreased to an average of less than 345,000 gallons; while for 1901 the shipments from Macao, out of a total of 1,747,360 gallons, amounted to but 310,000 gallons. Such have been the results of the monopoly in Macao: with an ever-increasing trade, shipments have declined from over 878,000 gallons to 310,000 gallons. This is the direct loss to the Macao trade caused by the establishment of the monopoly; but, indirectly, forcing traders to go to Hongkong for supplies of Oil has brought heavy losses in other respects. As regards the different varieties of Kerosene Oil, the American takes the lion's share—in 1901 the quantity was 1,334,735 gallons. Sumatra, which first appeared in the Lappa statistics in 1895, with an importation of 15,675 gallons, has increased steadily to 412,625 gallons in 1901. Russian Oil, which in 1892 had an importation of 55,689 gallons, and in 1899 and 1900 of 100,215 and 85,370 gallons respectively, has disappeared in 1901.

The arrivals of Foreign Rice and Paddy are, to a certain extent, indications of the state of the Rice crops and prices of this article in the Kwangtung province. When the harvest has been bad and prices are high, Foreign Rice comes in in large quantities. Judging by this gauge, the years 1894, 1895, and 1896, each with an importation of over *Hk.Tta* 500,000 in value, could not have had very bountiful harvests; while 1900, with an importation valued at *Hk.Tta* 1,162,377, and 1901, valued at *Hk.Tta* 792,489, must also have had comparatively poor harvests.

The value of Native Sundries imported has risen from *Hk.Tta* 2,474,184 in 1892 to *Hk.Tta* 4,733,905 in 1901. The trade formerly reporting at the Changchow station accounts for *Hk.Tta* 1,532,000, and the balance of the increase can be ascribed to the appreciation in values, as the principal items in the comparative table show but little improvement in quantity. Bran (used for feeding pigs), with an importation of 25,846 piculs in 1892, reached 200,834 piculs in 1901. Native Cloth (Nankeens), during the decade, rose from 1,763 to 3,629 piculs; Fresh

Fruit, from 8,047 to 34,707 piculs; Hemp, from 7,300 to 11,952 piculs; Ground-nut Oil, from 106,835 to 112,434 piculs; Soy and Sauce, from 3,830 to 18,128 piculs; and Brown Sugar, from 20,757 to 33,049 piculs. White Sugar, during the same period, decreased from 26,334 to 22,678 piculs; Vermicelli, from 20,300 to 17,336 piculs; and Dried Prawns, from 6,136 to 2,694 piculs. While the value of Silk Piece Goods shows the big drop of from *Hk.Tta* 171,875 to *Hk.Tta* 67,739, the value of Old Clothing (often Silk) has increased from *Hk.Tta* 8,566 to *Hk.Tta* 108,441. Medicines have also declined, from a value of *Hk.Tta* 169,437 to *Hk.Tta* 128,139. The importations of Salt Fish varied considerably during the decade, the highest figures being reached in 1893 and 1899, with 279,219 and 274,187 piculs respectively; the lowest were in 1895 and 1898, with 230,013 and 219,341 piculs; the decade began with an importation of 259,611 piculs and ended with 248,224 piculs. The value of this necessary article of diet for the Chinese has increased from *Hk.Tta* 2.60 to *Hk.Tta* 5.40 per picul.

Turning to Exports, the comparative table of principal articles of export given at the end of this Report (*see* Appendix No. 2) will show the course of this branch of trade during the decade. The value of Exports has increased from *Hk.Tta* 3,831,051 in 1892 to *Hk.Tta* 6,246,617 in 1901. In the latter increase, over *Hk.Tta* 1,000,000 is due to the direct trade to Hongkong which since October 1899 (date of removal of the Changchow station) has come under the supervision of the Lappa Customs. Deducting the direct trade with Hongkong, the increase in the trade of the last year of the decade would seem to have been over *Hk.Tta* 1,300,000 in excess of that of the first year of the decade. Had it been so, the increase would have been a very satisfactory feature; but a study of the Lappa statistics will reveal that, with but a few exceptions, Exports have not increased in quantity. The values of certain commodities have gone up considerably, and a very large proportion of the above-noted increase is due to this fact. Of course, it must be remembered that the opening of the West River has attracted to steamers a fair amount of cargo which formerly found an exit through the Lappa stations, and there can be no doubt that, if circumstances were the same as then, the Export trade of Lappa would present much more favourable returns.

The list of Export merchandise appearing in the Lappa statistics comprises about 126 articles. The largest contributors to the trade, ranked according to their importance in value at the beginning and close of the decade, were as follows:—

1892.	1901.
1. Silk of all kinds.	1. Mats, Tea, Sugar, etc.
2. Tea " "	2. Silk of all kinds.
3. Timber.	3. Sugar, Brown.
4. Mats, Tea, Sugar, etc.	4. Tobacco, Leaf.
5. Rice and Paddy.	5. Timber.
6. Sugar, Brown.	6. Tobacco, Prepared.
7. Tobacco, Leaf.	7. Fans, Palm-leaf.
8. Oil, Ground-nut.	8. Tea of all kinds.
9. Pigs.	9. Pigs.

Mats (Tea, Sugar, etc.), for packing purposes, which now stand first in order of importance, are a speciality of the west coast districts. They are made in the Luichow prefecture, whence they are shipped to Macao, pending reshipment to Hongkong. In the first year of the decade they took fourth place in the list of leading Exports, when the total quantity exported amounted to nearly 17,000,000 pieces, value *Hk.Ta* 306,000, against 25,500,000 pieces, value *Hk.Ta* 842,000, in 1901.

Silk of all kinds, which was the principal Export in 1892, dropped to second place towards the end of the decade, although the quantity shows a slight increase. The following table gives the export during the 10 years:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
<i>Piculs.</i> 5,216	<i>Piculs.</i> 5,329	<i>Piculs.</i> 3,939	<i>Piculs.</i> 6,512	<i>Piculs.</i> 6,486	<i>Piculs.</i> 5,870	<i>Piculs.</i> 5,743	<i>Piculs.</i> 6,749	<i>Piculs.</i> 5,364	<i>Piculs.</i> 5,595

The figures show some fluctuation, but the tendency, on the whole, has been somewhat towards an increasing rather than a decreasing exportation. The serious decline in 1894 was due to the Silk crops having suffered severely from the effects of a drought in the spring of that year, and the marked advance the following two years was owing to an exceptional yield in both quality and quantity. The record exportation of 1899 arose from the production being greatly encouraged by the advance in prices. The principal Silk fields are at Shuntak and the vicinity.

The average annual export of Brown Sugar for the last 10 years has been over 112,000 piculs. The yearly figures show considerable fluctuation. In 1892 the total was 91,659 piculs. In the following year the yield of the Sugar Cane plantations was exceptionally good, the demand for the Japanese market very keen, and prices particularly remunerative, with the result that the total departures reached the record figure of 152,660 piculs. The lowest point for the decade was touched in 1895, when the amount was only 70,474 piculs; the crop of that year was, however, said to have been fully 40 per cent. better than the 1894 one, owing to the absence of typhoons—the decrease, in spite of the improved crop, of the Sugar passing the Lappa stations was attributed to much of this staple being sent direct to Hongkong during the plague panic which prevailed in Macao in the spring and early summer of 1895. The following years witnessed satisfactory advances; but in 1898 a falling off took place, due to the smaller yield of the plantations, owing to an exceptionally dry season, especially in the chief producing districts—Luichow and Haiuan. In 1899 crops again suffered from a drought, and departures were reduced to 96,027 piculs. For the last year of the decade the total exportation, which takes second place, amounted to 137,415 piculs.

The trade in Leaf Tobacco, which is cultivated in the district of Hokshan and the west coast region, shows improvement, the quantity shipped being 27,346 piculs in 1892, against 36,434 piculs in 1901. The shipment of Prepared Tobacco amounted in 1892 to 403 piculs, and at the close of the decade it will be seen to have reached 74,141 piculs. The increase, however, is not to be ascribed to any development in the trade, but only to the assumption by the Lappa Customs of the control of the trade formerly passing the Changchow station.

The value of Timber (Hard-wood and Soft-wood Planks) in 1892 was over *Hk.Ta* 300,000; but in 1895 it rose to *Hk.Ta* 585,000, in 1896 to *Hk.Ta* 840,000, and in 1897 to *Hk.Ta* 904,000. In 1898 the value fell to *Hk.Ta* 215,000, rising slightly the next two years—1899 and 1900—to *Hk.Ta* 224,000 and *Hk.Ta* 247,000 respectively. In the last year of the decade it again dropped, to *Hk.Ta* 183,000.

Ground-nut Oil, which had an average export of nearly 34,000 piculs during the first five years of the decade, fell to 20,000 piculs in 1897, 12,000 piculs in 1898, 5,000 piculs in 1899, and in 1900 to only 628 piculs; in 1901 there was a small increase to 1,700 piculs. The cause of this decrease during the past five years is said to be due to unproductiveness of crops. Ground-nut Cake has also declined, from 43,000 piculs in 1892 to 3,000 piculs in 1901.

Palm-leaf Fans advanced slowly during the first half of the decade, but with great rapidity during the second half. In 1892 the figures were nearly 11,000,000 pieces, and in 1901 they totalled over 41,000,000 pieces.

The following table shows the export of Tea of all kinds during the decade:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
<i>Piculs.</i> 27,698	<i>Piculs.</i> 39,815	<i>Piculs.</i> 33,806	<i>Piculs.</i> 33,288	<i>Piculs.</i> 25,526	<i>Piculs.</i> 25,623	<i>Piculs.</i> 28,060	<i>Piculs.</i> 31,479	<i>Piculs.</i> 28,582	<i>Piculs.</i> 20,784

While the quantity of Tea exported during 1892 and 1900 shows very little difference, there was a serious drop of about 7,000 piculs in the last year of the decade. The Tea now being exported is almost exclusively sent to Hongkong, for sale to Chinese there and in the Straits Settlements. The once remunerative business with Great Britain, and to a certain extent with Australia and America, causing shipments up to 5,000,000 lb. a season, has, in the face of the competition of British-grown Teas—the popular article of the day in the United Kingdom,—faded away until now it is almost *nil*. This is partly due to want of care on the part of the cultivator in China and partly to the superior strength of the British-grown article. The silver price of Tea has changed very little during the past 10 years, while exchange has fallen heavily; and, consequently, one would suppose China Teas could hold their own in Foreign markets. Owing, however, to strength being demanded nowadays, China Tea has gone out of favour with the majority of Foreign buyers, notwithstanding the fact that many eminent medical men recommend its use in preference to Ceylon and Indian Teas.

Among the Exports of minor importance, Samshu shows an increase, from 27,000 piculs in 1892 to 37,000 piculs in 1901; Silk and Cotton Shoes, from 27,000 to 114,000 pairs; Bricks and Tiles, from 2,800,000 to 4,400,000 pieces; Charcoal, from 41,000 to 71,000 piculs; Figs, from 26,000 to 31,000 head; and Salted Turnips, from 5,000 to 8,000 piculs. On the other hand, Fresh and Salted Eggs have decreased, during the decade, from 10,700,000 pieces to a little over 10,000,000 pieces; Poultry, from 383,000 to 119,000 head; Firewood, from 348,000 to 340,000 piculs; Fresh Fruit, from 79,000 to 58,000 piculs; and Fresh Vegetables, from 27,000 to 8,000 piculs. 1st and 2nd Quality Paper also both show slight decreases—the former from 3,000 to 1,700 piculs, and the latter from 18,000 to 16,000 piculs.

The shipment of Rice and Paddy for export abroad, allowed under special regulations by the Viceroy of the Two Kwang in August 1889, was again prohibited early in the spring of 1899, and the prohibition was not withdrawn till the spring of 1901. Consequently, during 1899 Rice to the value of only *Hk.Ta* 2,000 was shipped, and none at all during 1900; during the remaining part of 1901 the value of shipments amounted to *Hk.Ta* 107,000. This Rice, the best quality of the Native article, is sent to America and Australia, for sale to the rich Chinese living there. The Chinese abroad believe that Rice from their own country possesses more nutritious properties, goes farther, and agrees with them better than Rice from elsewhere. They are ready and willing to pay good prices for it, and, there being a demand, ways are found for meeting it, in spite of all prohibition. During 1899 and 1900 smuggling was very rife in this article: as prohibition did not prohibit, the present Viceroy was wise in withdrawing the restriction in the spring of 1901. The export since then has been allowed on the payment of a Granary Tax amounting to 83½ cents per picul. The biggest export of the decade took place during 1897, when the value of shipments reached nearly *Hk.Ta* 400,000; in 1892 and 1896 the value was in the neighbourhood of *Hk.Ta* 300,000; during 1893, 1894, 1895, and 1898 the value averaged *Hk.Ta* 194,000.

(c.) REVENUE.—The Revenue collected by the Lappa Customs during the past 10 years has been as follows:—

YEAR.	IMPORT DUTY.	EXPORT DUTY.	OPIMUM DUTY AND LIKIN.	IMPORT LIKIN.	EXPORT LIKIN.	CHING-YEL.	TOTAL.
	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Local Ta</i>	<i>Local Ta</i>	<i>Local Ta</i>	<i>Ta</i>
1892.....	98,482	12,232	155,500	55,919	19,512	48,315	389,960
1893.....	86,004	13,431	183,320	47,839	19,840	45,056	395,490
1894.....	74,740	12,881	239,585	41,367	18,988	36,556	424,517
1895.....	78,974	11,187	165,392	44,944	18,772	41,748	361,017
1896.....	76,080	13,260	206,994	45,457	25,130	43,382	410,303
1897.....	80,118	14,087	234,246	60,261	26,395	46,421	461,528
1898.....	69,841	16,003	280,343	47,035	25,498	21,063	459,783
1899.....	68,463	14,098	264,643	47,849	24,148	17,680	436,881
1900.....	70,911	13,049	194,212	45,707	24,640	18,550	367,069
1901.....	84,989	17,277	177,433	52,845	28,064	17,998	378,606

In addition to the above, there were collected as Granary Tax on Rice and Paddy for export abroad the following amounts:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
<i>Local Ta</i>	<i>Local Ta</i>	<i>Local Ta</i>	<i>Local Ta</i>	<i>Local Ta</i>	<i>Local Ta</i>	<i>Local Ta</i>	<i>Local Ta</i>	<i>Local Ta</i>	<i>Local Ta</i>
9,272	6,143	6,126	6,095	9,074	8,947	5,287	...	...	20,086

With the exception of 1895, the collections of 1900 and 1901 were the lowest of the decade, notwithstanding the additional trade that fell to Lappa on the closing of the

Changechow station. The decline was due to decreased arrivals of Opium, the ordinary Duties and Likin having shown no falling off. During the decade the Ching-fei tax has dropped from *Local Ta* 48,315 (in 1892) to *Local Ta* 17,998 (in 1901). This tax is levied, for coast defence purposes, on a few Foreign articles, such as Piece Goods, Cotton and Yarn, Kerosene Oil, Matches, Wax, and Coal. The large decrease in Cotton Piece Goods since 1897 accounts for the greater part of the decline. In 1898 the tax on Kerosene Oil was reduced from 20 cents to 5 cents per case; but no other reductions seem to have been made during the decade.

(d.) OPIMUM TRADE.—*Foreign Opium*.—The amount of Foreign Opium paying Duty and Likin at the Lappa Customs during the decade has been as follows:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
1,414	1,667	2,182	1,504	1,882	2,130	2,549	2,406	1,766	1,613

The statistics of the opening year of the decade record a heavy decline when compared with the figures of the preceding years; the cause of this decline was attributed to the competition of Opium received direct from Singapore, which, by its evasion of Duty, threatened to drive the Duty-paid article out of the south-western districts of this province. The increase in the following year (1893) was attributed solely to the energetic measures adopted by the territorial officials in checking smuggling operations. The importation of 1894 showed a further marked advance; the chief causes which brought about this increase were the system of selling on credit introduced in the previous year by the Macao Opium merchants, the outbreak of plague and consequent stoppage of trade with Canton, and the practice adopted by the Lappa office of accepting the fixed weight of 120 catties for each chest of Opium for the retail trade. In 1895 there was a serious decline, which was partly attributed to the high prices ruling throughout the year for the drug. Importations afterwards rose steadily, until they reached the record figure of 2,549 piculs in 1898. The following year saw a small decrease; but during 1900 and 1901 the importations fell rapidly, and the quantity for the last year of the decade was only 200 piculs in excess of the 1892 figure.

The large decrease corresponds with the opening of the French port of Kwangchowwan. Large shipments of Opium are made direct to that place from Hongkong. From the advices of shipments supplied to the Kowloon Customs by the Hongkong Harbour authorities, no less than 592 piculs were forwarded to Kwangchowwan during the latter six months of 1900, and 974 piculs during the year 1901; the 18 months shipments therefore aggregated 1,566 piculs, and this amount is very close to what the Lappa statistics show has been the falling off in the districts that can be supplied from Kwangchowwan. The Viceroy of the Two Kwang has attempted to stop this great loss to China's Revenue by establishing Custom Houses around the French port; but, having to trust entirely to a Native staff, the attempt has not been very successful, and smuggling still continues on a rather large scale. Opium merchants in Macao complain that the smuggled drug can be sold \$3 per ball (weight, 3 catties) cheaper than the Duty and Likin paid article passing the Lappa stations. The Kwangchowwan business has

become so lucrative that Chinese in both Macao and Hongkong have started steam-launches and steamers, flying either the French or Portuguese flag, trading to that place, and large profits are made over the venture. It seems a pity that some arrangement can not be arrived at by which China's legitimate Revenue could be protected from the inroads made against it by her own subjects.

The districts under the immediate control of the Lappa Customs have, during 1900 and 1901, continued taking Opium in undiminished quantities, even when gauged by the record figures of 1898. The table of Opium movements given at the end of this Report (see Appendix No. 3) gives particulars of all arrivals and departures during the decade. It will be seen that merchants imported 15,886 chests and exported 15,895 chests, while the Macao Opium farmer received 26,398 chests and boiled down for local consumption and export abroad 1,056,491 balls (26,412 chests). The excess of exports over imports is accounted for by stocks remaining over from the last year of the previous decade. For local consumption the Macao farmer reported having boiled down 250,466 balls, which equal 7,514 piculs, or a yearly average of 751 piculs. Of course, the Macao wants are nothing like so much—20 piculs a month, or 240 piculs a year, being more than ample for her requirements; so the balance must have been smuggled into China. Of the quantity reported to have been boiled down for export abroad, 787,347 balls were shipped, leaving a balance of 18,678 balls (560 piculs) remaining in the farmer's godown for subsequent shipment.

Native Opium.—With the exception of a few small lots seized when attempting to be smuggled past our stations, no Native Opium has come under the cognizance of the Lappa Customs. That it is used for mixing with the Foreign drug, by boiling-down establishments at Wanchai (just opposite Macao, in Chinese territory), there can be no doubt; but the quantity is not large. What is used comes principally by steamers from Canton. Small quantities are sometimes brought in junks and overland from Shekki. The total, however, cannot exceed 50 piculs a year. The products of the Wanchai boiling-down establishment are sold chiefly to the fishing population in Macao Harbour, and as the Native Opium has undoubtedly paid Likin and other charges in the interior, but little loss occurs to the Revenue, more especially as the Foreign Opium used with it pays Duty and Likin at the Lappa Customs. From inquiries made, it appears that the amount of Native Opium grown in the neighbourhood is utterly insignificant.

(e.) The average rate of exchange for the Haikwan tael into sterling, during each year of the decade, has been as follows:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
s. d. 4 4	s. d. 3 10½	s. d. 3 2½	s. d. 3 2½	s. d. 3 3	s. d. 2 11	s. d. 2 10½	s. d. 2 11½	s. d. 3 0½	s. d. 2 11½

As regards the exchange of the Haikwan tael into copper cash, the rate in 1892 was 1,587 cash, and at the present time it varies from 1,425 to 1,450 cash. Very few cash are used at Macao and in the immediate neighbourhood, copper cent pieces having taken their place.

From the following lists, showing values of import and export commodities at the beginning and end of the decade, it will be seen that the purchasing power of the Haikwan tael has greatly diminished during the period:—

AVERAGE VALUE OF PRINCIPAL FOREIGN IMPORTS, 1892 AND 1901.

DESCRIPTION OF GOODS.	1892.	1901.	DESCRIPTION OF GOODS.	1892.	1901.
OPIMUM.			WOOLLEN GOODS.		
Patna..... Per Picul	Hk. Tn 350	Hk. Tn 625	Camlets, English..... Per Piece	Hk. Tn 8.60	Hk. Tn 12.50
Benares..... "	300	650	Castings..... "	9	11
Boiled..... "	715	900	Long Rills..... "	4.20	5.50
COTTON GOODS.			Broadcloth..... "	19	28
Shirtings, Grey, Plain..... Per Piece	1.50	2.30	Blankets..... Per Pair	3	5
" White, "..... "	2.40	3.20	Narrow Cloth..... Per Piece	13.60	14.50
" Dyed, "..... "	2.50	3.70	METALS.		
" " Figured, Bro- caded, and Spotted.... "	2.50	3.80	Iron, Nail-rod..... Per Picul	1.80	2.60
T. Cloths..... "	1.40	2.30	" Bar..... "	2	3.10
Drills, English..... "	2.20	3	" Old..... "	1.15	1.90
" American..... "	2.60	3.20	Tin, in Slabs..... "	21	30
Chintzes..... "	1.70	2.20	Lead, in Pigs..... "	3.20	5.10
Turkey Red Cottons..... "	1.50	2	SUNDRIES.		
Cotton Damasks..... "	3.60	4.40	Cotton, Raw, Indian..... Per Picul	11.40	13.50
Velvets..... "	7.80	6.50	Fish, Salt..... "	2.60	5.40
Cambrics and Muslins..... "	1.05	1.30	Flour, Wheat..... "	2.20	4.20
Cotton Flannel, European..... "	...	3.70	Matches, Japan..... Per Gross	0.20	0.27
" Japanese..... "	...	2.20	Oil, Kerosene, American..... Per Case *	1.12	1.80
Japanese Cotton Cloth..... "	0.25	0.66	" " Russian..... "	1	1.60
Cotton Yarn, Indian..... Per Picul	16.50	17.50	" " Sumatra..... "	...	1.50
			Rice..... Per Picul	1.50	1.70
			" Paddy..... "	1	1.25

* 1 case = 10 gallons.

AVERAGE VALUE OF PRINCIPAL EXPORTS, 1892 AND 1901.

DESCRIPTION OF GOODS.	1892.	1901.	DESCRIPTION OF GOODS.	1892.	1901.
BRICKS AND TILES.			RICE.		
Bricks and Tiles..... Per Mille	Hk. Tn 8.30	Hk. Tn 12	Rice..... Per Picul	Hk. Tn 2.30	Hk. Tn 3.20
Charcoal..... Per Picul	0.63	1.25	" Paddy..... "	1.38	1.80
Cotton Cloth..... "	30.50	40	Samahu..... "	3	4.20
Eggs, Fresh and Salted..... Per Hundred	0.50	1	Shoes, Silk and Cotton..... Per Pair	0.42	0.85
Fans, Palm-leaf, Trimmed..... "	1.65	2.50	Silk, Raw, White..... Per Picul	281	345
" Untrimmed.... "	0.43	0.58	" Wild..... "	92	92
Firewood..... Per Picul	0.20	0.36	" Cocoons..... "	78	65
Fruit, Fresh..... "	0.80	1.50	" Refuse..... "	71	50
Ground-nut Cake..... "	1.27	1.60	Sugar, Brown..... "	2.20	3.40
Mats, Tea, Sugar, etc..... Per Hundred	1.82	3.30	" White..... "	3.80	5.50
Oil, Ground-nut..... Per Picul	5	12	Tea, Black, Fired..... "	14	15
" Cassia-leaf..... "	82.50	195	" Green, "..... "	18	22
Paper, 1st Quality..... "	10	12	" Leaf, Unfired..... "	11	9
" 2nd "..... "	3	4.20	Tobacco, Leaf..... "	6.50	12
Pigs..... Per Head	5	8.50	" Prepared..... "	11.50	16.50
Poultry..... "	0.14	0.20	Vegetables, Fresh..... "	0.60	0.90

In Imports: the price of Opium has almost doubled, and that of Piece Goods has risen, with but few exceptions, from 30 to 50 per cent.; Indian Cotton Yarn, however, only shows an increase of about 6 per cent., while Indian Raw Cotton has increased 18 per cent.; Metals show an average rise of over 46 per cent.; Salt Fish more than doubled its price, while American Flour almost did so; the different kinds of Kerosene Oil increased in value 60 per cent., and Japan Matches by 35 per cent. In Exports: the largest increase in value took place in Ground-nut Oil and Cassia-leaf Oil, the first showing 140 and the second 136 per cent. advances; Charcoal, Fresh and Salted Eggs, Silk and Cotton Shoes, and Fresh Fruit about doubled the 1892 prices; Firewood and Mats both show increases of 80 per cent., and Pigs of 70 per cent.; Bricks and Tiles, Fans, and Fresh Vegetables increased about 50 per cent.; Poultry, 43 per cent.; and Samshu and 2nd Quality Paper, 40 per cent. 1st Quality Paper only advanced 20 per cent. in value. Native Cotton Cloth increased about a third in value. While Leaf Tobacco shows a rise in price of 85 per cent., Prepared Tobacco shows an increase of but 43 per cent. Under Silk, the only item that advanced in value was White Raw Silk, which rose about 23 per cent., Wild Silk being the same price in 1901 as in 1892, while Cocoons and Refuse Silk actually decreased by 16 and 30 per cent. respectively. Green Tea rose 22 per cent. in value; but the increase in Black Tea was only 7 per cent. Unfired Leaf Tea decreased from *Hk.Tls* 11 to *Hk.Tls* 9 per picul in value—a fall of 18 per cent.

(f.) The values given in the statistics take no account of Duty and charges inwards, but include both Duty and charges outwards. The values called for under this heading stand, therefore, as given in the statistics:—

YEAR.	IMPORTS.	EXPORTS.	YEAR.	IMPORTS.	EXPORTS.
	<i>Hk.Tls</i>	<i>Hk.Tls</i>		<i>Hk.Tls</i>	<i>Hk.Tls</i>
1892.....	5,652,703	3,831,051	1897.....	7,249,460	5,894,314
1893.....	5,347,786	4,293,203	1898.....	6,649,005	5,381,874
1894.....	5,385,194	3,910,179	1899.....	7,575,239	6,173,279
1895.....	5,305,009	4,070,919	1900.....	7,932,340	5,649,729
1896.....	7,035,092	5,561,206	1901.....	8,359,795	6,246,617

The aggregate value of Imports during the decade was *Hk.Tls* 66,491,683; and of Exports, *Hk.Tls* 51,003,371—the excess of Imports over Exports being therefore *Hk.Tls* 15,488,312. How this excess was paid for there is nothing to show, as no Treasure was exported by junk during the decade—at least, none was declared. It is well known, however, that Chinese (probably through fear of robbery) conceal, as much as possible, the fact of having money in their possession, and no doubt important sums have often been taken out without any declaration having been made at the Customs.

(g.) The only change worthy of noting that has taken place at any of the Lappa stations is an increase in the number of opium-boiling establishments, Native docks, and a few other trades at Wanchai, just opposite Macao, across the Inner Harbour. The Chinese there are free from certain restrictions imposed on them in Macao, and the cost of living is also much less.

A large Chinese hospital was started at Wanchai during the plague epidemic of 1895, and is still in use whenever Chinese are suffering from contagious diseases in Macao—they are at once carried over to Wanchai; and this fact reduces the mortality statistics of Macao considerably. The Chinese object to following the sanitary measures required by the Portuguese medical authorities, and, consequently, patients are sent to Wanchai on the first indication of either plague or cholera.

(h.) No improvements of any kind have been made in the shape of bunds, roads, etc., in the vicinity of any of our stations.

(i.) The water approaches to Macao, and, consequently, to the Lappa stations as well, have continued shoaling during the decade, and nothing has been attempted in the shape of deepening or dredging them. The San Francisco Bank, I am told by a reliable authority, has, at the least, a foot less water than in 1892, and the bank between Macao and Malowchow has grown even more. The Malowchow Pass has banks forming at both ends. At the western end a large bank has developed between Maonshan and Pirates Creek, and, jutting out in a southerly direction, is gradually filling up the wide angle under which the channel used to effect its junction with the Broadway current; another bank is making out towards the north from Mongchao Island. At the eastern end the large banks between Lappa and Taipa are extending to the entrance of the channel. The deep-water channel in the pass itself has narrowed considerably during the decade. The slow but steady influences that are at work in the surrounding waters of Macao will, unless something is done to check them, gradually make the approaches unavailable except for very shallow draught steamers and medium-sized junks.

(j.) The only aid to navigation added in the Lappa district, during the decade, was a buoy, moored in position in August 1897, to mark a rock discovered by the Customs launch *Lungtsing* in the Malowchow Channel. This buoy is painted black.

(k.) In February 1892 a considerable body of men, under the leadership of TAN YUN-CHING and other members of the Triad Society, established themselves on the borders of Sanning (新甯) and raised the standard of revolt. They attached to themselves so many recruits that they were reported at one time to number many thousands. They robbed and plundered much of the neighbourhood, and even threatened the important city of Yeungkong. Troops were despatched from Canton to co-operate with local train-bands in attacking them by land, and gun-vessels were sent to protect the coast and prevent them from escaping to sea. Though the insurgents appear to have been well provided with Foreign arms, the contest was an unequal one, and after some severe fighting, in which the government troops had many killed and wounded, the movement was entirely crushed before the end of March.

On the 22nd May 1892, in the midst of a continuous rain which had lasted two days, a tornado of great force, but of very moderate dimensions, started, about 11.40 A.M., from Macarira Island, passed near the Malowchow station, and struck Macao at the Barra Fort, at the entrance of the Inner Harbour. After half demolishing the fish-curing establishments there, it followed a somewhat zigzag course along the eastern shore of the harbour. It worked considerable havoc among the roofs, overturned many sampans and junks, and drowned many people. It then struck into the town at some distance to the north. As it swept along, tiles,

bricks, the roof-mats of sampans, and such-like were caught and whirled upwards in the vortex of the storm nearly 100 feet. The heavy iron ventilators of the s.s. *Heungehan* were drawn out of their sockets (which were nearly 5 feet deep), and, but for the awning, would have been carried away. The loss of life was estimated to have been close on 100.

In January 1893 weather of exceptional severity was experienced. Snow, or a kind of soft hail, fell, which remained on the ground for several hours, and the hills in the neighbourhood were quite white. The thermometer at the frontier stations and on board the Customs launches registered as low as 30° F.

In 1894 a serious drought, during April and May, caused much damage to the rice and other crops. That year was also prolific in typhoons. The first one occurred on the 13th and 14th June, the centre passing near St. John's Island, destroying and damaging a great many junks. On the 18th and 19th, on the 25th and 26th, and on the 30th September typhoons again occurred; the second one of these three did considerable damage to Macao and vicinity. Another typhoon began on the night of the 4th October and raged throughout the 5th, the centre passing over Macao. The barometer fell to 28.92 inches. The wind, first blowing from the north-east, afterwards backed round to the north-west, and as Macao is protected on that side, very little damage was done. However, much havoc was worked by this typhoon in Hongkong.

In April 1895 the plague, which had been so bad the year before in both Hongkong and Canton, made its appearance, and raged with great violence till towards the end of the following July. It was first observed in the least sanitary and most densely populated Chinese quarters, whence the germs were spread all over the place, chiefly through infected rats. The rats invaded some of the best-situated and thoroughly disinfected Foreign houses on the hills, where, in their hasty flight for safety, they had sought refuge, and were found dying or dead in the woodwork of the ceilings and in the roofs. In several cases observed, though disinfectants had not been spared and every care was taken, the Chinese servants removing these dead rats were attacked by the plague almost immediately, and succumbed. Other notable features of this mysterious disease were that, contrary to expectation, the number of cases after heavy rains, instead of diminishing, largely increased, and that the insanitary quarter first attacked was free from the disease and uninhabited by the time the well-situated and clean Foreign houses were invaded. The appearance of the plague created a panic among the Native population which nothing could stop. In a short time the place was almost deserted and most of the shops closed. In spite of everything done in the shape of disinfecting, whitewashing, flushing the drains, etc., the disease did not cease until the poison had played itself out and several thousand victims had been carried off. During this period, of nearly four months duration, trade was greatly interfered with, and for a while was almost at a standstill. No sooner, however, had the epidemic abated than the people came flocking back, and in a very short time all signs of the dire calamity had been effaced and the place and the trade had resumed their normal aspect. The only typhoon recorded during 1895 occurred on the 27th and 28th July; it was of moderate force, and no damage resulted.

In 1896, during May and June, a few cases of plague appeared in Macao and the vicinity; but the disease did not become epidemic. On the 29th July a typhoon of exceptional violence

passed over Macao, and made great havoc in the Portuguese Colony and its neighbourhood. The sea rose 10 feet above ordinary high-water spring tides, and each side of the narrow peninsula was in turn assailed by terrific wind and waves. The Praia Grande was ruined for a quarter of its length and the bund in the Inner Harbour badly damaged. In the shipping, numbers of junks got adrift and foundered, with loss of life. The barometer fell to 28.66 inches. This typhoon was said to have been the worst experienced since the memorable one of 1874.

During April and May of 1897 the plague again made its appearance, and claimed a few victims. No typhoons occurred during the year.

In 1898 the plague reappeared in April, and during that month and May raged severely. Several times, in the beginning of May, the number of burials coming under the observations of the Customs stations was as high as 80 during the 24 hours. Towards the end of May burials dropped as low as 25 to 30 a day. In June the epidemic disappeared rapidly, and was over by the end of that month. No typhoons occurred during the year.

In 1899 only a few sporadic cases of plague were reported, and again there were no typhoons.

In 1900 the plague began early in April and continued till the end of June; fortunately, it was not very severe. On the 21st August the first typhoon of the year made its appearance. The weather was very rough and the harbour completely deserted by shipping. No damage, however, was done in Macao or the vicinity. On the 10th and 11th September a typhoon passed to the south of Macao, and some damage was done to the Praia Grande by the high winds and high tide prevailing. No accident to shipping took place. On the night of the 9th and morning of the 10th November a severe typhoon passed over Macao. The wind blew first from the north-east, and then turned around to the north-west; owing to Macao and harbour being protected by the hill in that direction, no damage resulted. The peculiarity of this typhoon was its coming so late in the year.

During the last year of the decade the plague was very bad during April, May, and June. Since it appeared in 1895, every third year seems to see a return of the disease in an epidemic form. The exact mortality is difficult to find out; but judging from the burials passing our stations, the disease made nearly as many victims as in 1898. Strange to say, although the Customs staff at neighbouring stations to Macao has been constantly surrounded by plague patients and plague dead, during the plague seasons since 1895, not a single case of the disease has occurred either among the Chinese or Indians living in Customs quarters. This immunity is ascribed to proper ventilation and the scrupulous attention paid to keeping quarters in a clean condition. During 1901 there were no typhoons.

(L.) to (P.).

(G.) NATIVE SHIPPING.—The table given as Appendix No. 4 at the end of this Report shows the number of junks entered and cleared at the Lappa stations for each year of the decade. The amount of tonnage in 1892 was the largest of the 10 years, and each succeeding year till 1900 saw a steady decrease. During the last two years, owing to the additional shipping reporting at Lappa through the closing of the Changchow station, there has been an increase,

1901 showing 140,000 tons more than 1899. The table demonstrates in a striking manner how the tonnage to and from China decreased with the establishment of the Macao kerosene oil monopoly in 1894. That monopoly struck a serious blow at the prosperity of Macao, from which it will take a long time to recover. The tonnage employed in the home trade increased from a total of 654,000 tons in 1899 to 834,000 tons in 1901—a gain of 180,000 tons. This gain, as I have said before, is in no way due to an increased trade in Macao, but entirely and solely to the transference to the Lappa Customs of the trade formerly passing the Changchow station. The junk trade between Macao and Hongkong has shown a continuous decline. The tonnage employed during the first year of the decade amounted to 229,000 tons, and during the last year to 129,000 tons—a decrease of 100,000 tons, or almost 44 per cent. To a certain extent this is due to an increase in steam facilities between the two places, as, in addition to the regular daily steamer—the s.s. *Heungshan*,—a number of small steam-launches has been put on the line. The Native shipping to and from Foreign countries during 1901 shows a decided advance in numbers, but not much increase in tonnage. This is owing to small Chinese junks under the French flag bringing salt to Macao from Kwangchowwan. On being asked why they flew the French flag, the junk masters stated that the Kwangchowwan authorities would not allow salt to be carried out in any but French vessels, and that, while they did not consider themselves French subjects, they were willing to fly that flag to obtain the job.

The value of the trade during the decade carried in junks between Hongkong and Macao, which is not included in the Lappa statistics, has been as follows:—

YEAR.	IMPORTS FROM HONGKONG TO MACAO.	EXPORTS FROM MACAO TO HONGKONG.	TOTAL TRADE.
	<i>Hk. \$</i>	<i>Hk. \$</i>	<i>Hk. \$</i>
1892.....	2,784,223	940,196	3,724,419
1893.....	2,623,856	923,843	3,547,699
1894.....	2,678,294	870,203	3,548,497
1895.....	2,236,673	762,657	2,999,330
1896.....	2,564,343	913,359	3,477,702
1897.....	2,833,498	1,069,537	3,903,035
1898.....	2,974,004	1,371,107	4,345,111
1899.....	3,582,630	1,920,310	5,502,940
1900.....	2,442,604	1,871,793	4,314,397
1901.....	2,654,280	1,269,254	3,923,534

As regards the varieties of junks, they differ principally as to size. They are generally designated by the name of the place in which they are built. The sizes range from 200 tons down to 2 and 3 tons. The largest boats are chiefly passenger junks, called simply *tu* (渡), e.g., *Shekki tu*. These ply to the principal cities in the neighbouring districts, and rely more on the passenger traffic than on cargo. At present many of these junks employ steam-launches to tow them while in Chinese waters. Licenses to tow are obtained from the Canton authorities,

on the payment of a fee amounting to \$600 per year. The launches can only be used for towing purposes, and are not allowed to carry either passengers or cargo. They are, moreover, not allowed to pass out of Chinese waters, and consequently arrive and depart from the Malowchow station, other launches towing the passenger junks from that station into Macao. The stern-wheel man-power junk, so common at the beginning of the decade, has almost disappeared in these parts.

The number of passengers entering and leaving China in junks passing the Lappa stations, during the decade, has been as follows:—

YEAR.	TO CHINA.	FROM CHINA.	TOTAL.
1892.....	122,965	118,883	241,848
1893.....	132,000	126,709	258,709
1894.....	123,191	115,894	239,085
1895.....	123,015	114,566	237,581
1896.....	120,060	121,496	241,556
1897.....	121,048	120,436	241,484
1898.....	102,076	103,304	205,380
1899.....	100,286	100,369	200,655
1900.....	97,498	97,129	194,627
1901.....	116,798	111,967	228,765

Since 1897, when the West River was opened to steam navigation, there has naturally been a big drop in the number of passengers carried in junks. The small steamers put on the Macao-Samshui line in 1898 have carried, on an average, over 33,000 passengers yearly. That number added to the total of 1901 gives an excess of 20,000 over the figure for the first year of the decade.

All the regular trading junks passing the Lappa stations are provided with Pass Books and Armament Certificates. Those that only come in occasionally are given Customs Clearances, which must be shown to any overhauling Customs launch and to any of the outlying stations passed. Should these occasional vessels possess properly made out Armament Certificates, issued either in Macao or Hongkong, they are not interfered with; but the certificates are checked with the arms, etc., on board, and if any discrepancy is found, junk masters are punished accordingly.

The value of Native vessels may be said to have almost doubled during the decade. The additional cost of living, the increased wages of carpenters, and the higher prices that have to be paid for wood and all materials used are the cause of the increase. The typhoon of November 1900 in Hongkong destroyed a large number of junks, and since then builders have been kept busy filling orders.

No reliable particulars of the profits made by junks are obtainable, nor can any idea be formed of the per-centage of losses sustained through wrecks. There is no system of Native insurance. Probably more losses have occurred through piracy than through storms and stress of weather, for during the past decade piracy appears to have increased rather than decreased.

Attacks against junks are almost of daily occurrence, and the suppression of piracy has become a most important problem for the Native officials to solve. Its injurious effect on trade is becoming serious, and, although Hongkong and Macao are the chief indirect losers, the Governments of the two Colonies have adopted no effectual means to stop traffic in arms. It is true certain restrictions have been enforced against the traffic; but nothing short of actual prohibition of the sale of arms can prove successful. Without the modern repeating rifle, which pirates are invariably armed with, piracy would soon die a natural death. The profits made by a few persons from the sale of arms would be more than compensated for by the increased prosperity of the majority, to say nothing of the security to life and property which would follow in the neighbouring Chinese districts. The blackmail levied by pirates on passing junks has contributed no little to the increased cost of provisions, etc., sold in both Colonies.

Not only have Native vessels been pirated, but Foreign steam-launches as well. The *Perseverance*, running between Hongkong and Macao, and the *Kwongsing*, running between Hongkong and Taishan, were both looted by pirates in the latter part of 1900. In both cases the pirates shipped as passengers, and, at a certain signal, rose up, overawed the crew and passengers, and steamed the vessel to a prearranged spot, where confederates were waiting with junks.

These pirates are often bold and daring, as the case of the capture of one of the Salt Commissioner's launches a few years back will illustrate. While the launch was at anchor at a certain place, two informers went on board and offered to point out some junks carrying a contraband cargo of opium, salt, and kerosene. The captain's eagerness to make a seizure caused him to fall into the trap. The launch started in pursuit of the supposed smuggling vessels, and, near Motomoon, caught up with a junk which was pointed out by the informers as one of the smugglers. As soon as the launch went alongside to board, a dozen or more well-armed pirates suddenly appeared from the hold of the junk, jumped on to the launch, wounded the captain, shot the engineer, and drove the rest of the crew into the cabin, where they tied them up. They then took charge of the launch for their own purposes, and after pirating three trading junks, they steamed to the Bogue, where a small boat was in waiting, transferred their loot, and made off. A part of this gang was afterwards captured and promptly beheaded. Decapitation is the sure sentence on all pirates apprehended; but even this severe punishment does not seem to deter others.

During the summer of 1901 a number of junks were pirated, in quick succession, by a gang of pirates in the neighbourhood of our Gaemoon station. The local authorities made several feeble attempts to stop these depredations, but without much success. The Customs launch *Lungtsing* had to go there towards the end of August; and the day before her arrival at the station a junk had been captured by the pirates, and was being held for ransom at a place

about 5 miles to the south. The local mandarin asked for the assistance of the launch to recapture the junk, which aid was accorded. As the *Lungtsing* approached the spot where the pirate junk and her prize were anchored, the pirates opened a hot fire with repeating rifles; but a couple of shells from the launch's 6-pounder soon put them to flight. The pirates—14 in all—took to sampans, and were followed by two gigs from the *Lungtsing*, the result being that three of the pirates were captured, four killed, and the balance (seven) drowned—at least, they jumped into deep water with their heavy cartridge belts on and never reappeared. On the trading junk four men of the crew were found sbnt in below, and on the pirate junk two Chinese, seized a fortnight before and held for ransom, were found tied up and almost starved to death. The *Lungtsing* did her job so thoroughly and the pirates were given such a severe lesson that the district has since been quite free of piratical attacks. The Viceroy was much pleased over the affair, and bestowed gold medals on each Foreign officer and silver medals on each Chinese member of the *Lungtsing's* crew. If piracy is to be put down, there seems to be no better material at hand than Customs launches and the Customs Service. Native traders have confidence in the Customs, and will report attacks and ask for assistance, where they will refuse to impart any information whatever to the Foreign gun-boats endeavouring to keep down piracy in the Kwangtung province.

The shipping table of 1901 given at the end of this Report (see Appendix No. 5) will show the names of places, Foreign and Native, to and from which the junks passing the Lappa stations traded during that year.

(r.) and (s.).

(t.) No important changes in Customs regulations have taken place during the decade under review. Owing to the increase of the frontier guard, the Customs staff was considerably augmented during the year 1894. Other increases followed in 1897, on the opening of the West River, when a guard-boat with a boarding staff had to be sent to the Wangmoon outlet of that river; and in 1899, on the withdrawal of the Changchow station, which necessitated the opening of a new station, at Tungho, under the Lappa Customs. Then again, in 1900, the opening of the two checking stations, at Naiwanmoon and Gaemoon, further added to the number of the staff. In 1892 the staff numbered 247, and in the last year of the decade, 356—an increase of 109. The In-door staff has remained unchanged, with the exception of the addition of four Chinese Clerks. In the Out-door staff a new grade of employés, styled Station Watchers, A, B, and C, was added: the A class is for Foreigners, B for Portuguese, and C for Indians. Station Watchers, A, serve on frontier duty for 18 months, and then, if fitted, are drafted into the regular Out-door staff; Station Watchers, B, act more as interpreters than anything else; and the Station Watchers, C (Indians), do patrol duty in conjunction with the Chinese "braves," the combination being more effective than either would be alone. In 1901 the Station Watcher class numbered 53. The officers and crews of the four patrolling launches attached to Lappa number the same as in 1892.

(u.) to (y.).

(x.) FUTURE PROSPECTS OF TRADE.—Indications seem to point to a continued decrease in the direct trade with Macao, and a probable decrease, as far as junks are concerned, with that of Hongkong. The number of steamers running from Hongkong to Kwangchowwan is steadily increasing, and these steamers are slowly but surely taking cargoes away from the Native junks—flying Foreign flags enables them to escape the payment of Dues and Duties that junks cannot avoid. On equal terms, however, owing to the nature of the cargo, and there being no necessity for quick despatch, junks could hold their own in the south-west coast trade.

There is considerable talk of Kongmoon being made a Treaty port; and should this come true, the present large junk trade with that place will no doubt be transferred to Foreign bottoms, and no longer appear in the Lappa statistics.

FRANCIS A. CARL,

Commissioner of Customs.

CUSTOM HOUSE,

LAPPA, 31st December 1901.

APPENDICES.

APPENDIX No. 1.

PRINCIPAL ARTICLES OF IMPORT, 1892-1901.

DESCRIPTION OF GOODS.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
COTTON GOODS.										
Shirtings, Grey, Plain..... <i>Pieces</i>	95,020	89,991	68,038	80,666	74,521	76,533	23,207	11,386	9,652	6,752
" White, " " " " " "	161,207	97,111	72,030	98,630	90,496	82,331	42,915	14,413	11,794	5,379
Dyed, Figured, etc. " "	12,798	12,818	10,756	12,762	13,266	11,659	8,986	13,055	13,783	9,381
T-Cloths " " " " " "	72,709	74,430	55,437	59,169	50,271	49,190	29,198	18,594	15,376	13,067
Cambrics, Lawns, and Muslins " "	7,602	6,587	3,606	3,848	4,134	3,251	2,983	3,493	3,516	4,976
Cotton Goods, Unclassed " "	10,030	9,649	7,769	14,839	23,894	22,413	20,849	32,080	31,607	32,414
" Yarn, Indian..... <i>Piculs</i>	62,656	34,896	32,826	37,060	34,942	31,511	44,014	40,432	25,762	26,517
WOOLLEN GOODS.										
Camlets, English..... <i>Pieces</i>	7,220	7,062	4,549	4,907	5,302	4,127	2,812	2,470	3,151	3,282
Lastings " " " " " "	995	570	307	300	275	173	133	120	66	23
Long Kils " " " " " "	1,940	2,090	1,037	1,906	1,735	1,793	1,509	1,072	857	520
Narrow Cloth " " " " " "	1,691	1,795	1,245	1,980	880	122	26	28	34	34
Woolen Goods, Unclassed " "	2,649	2,709	1,638	1,608	1,601	1,970	1,676	1,500	1,325	1,264
METALS.										
Iron, Nail-rod..... <i>Piculs</i>	2,915	3,275	2,179	2,406	2,214	1,862	3,193	2,561	6,002	6,527
" Bar..... " "	1,864	1,720	1,005	1,079	951	1,319	438	1,626	2,307	4,417
" Wire..... " "	186	272	261	276	320	553	685	845	1,450	1,830
" Old..... " "	13,966	12,067	8,081	10,406	8,724	9,349	9,300	9,631	15,667	18,830
Ironware, Unclassed " "	2,950	2,583	2,725	2,983	3,537	3,534	3,510	4,270	5,202	6,464
Lead, in Pigs..... " "	1,241	781	376	527	762	658	610	905	975	1,489
Steel..... " "	459	526	262	301	321	321	321	385	553	526
FOREIGN SUNDRIES.										
Cotton, Raw..... <i>Piculs</i>	18,426	6,349	6,311	6,069	9,659	14,119	15,955	16,100	5,055	8,504
Fish, Salt..... " "	7,276	9,464	11,581	6,031	8,502	11,485	1,482	1,268	3,452	6,111
Flour..... " "	19,928	20,793	20,898	20,964	20,738	15,378	12,118	18,005	22,853	27,450
Matches..... <i>Gross</i>	160,563	448,741	388,655	509,914	764,431	394,187	209,851	144,012	112,745	118,576
Oil, Kerosene, American..... <i>Gallons</i>	602,738	831,409	694,482	269,530	208,270	355,595	193,160	516,020	1,423,655	1,334,735
" Russian..... " "	55,689	47,194	57,495	36,400	25,295	15,620	420	100,215	8,5370	...
" Sumatra..... " "	...	...	...	15,675	68,675	104,470	86,800	112,205	131,020	412,625
Rice and Paddy..... <i>Val., Hk. Th.</i>	174,641	308,542	550,957	512,177	570,614	103,095	60,617	312,529	1,162,377	792,489
NATIVE SUNDRIES.										
Beans and Peas..... <i>Piculs</i>	40,335	24,163	37,145	23,446	29,861	17,459	14,709	14,036	21,910	21,750
Bran..... " "	25,846	23,457	23,970	24,900	23,100	15,014	12,604	52,165	209,775	200,834
Cloth, Cotton..... " "	1,763	2,231	1,780	1,972	1,599	2,324	2,528	3,304	3,001	3,629
Clothing, Old..... <i>Val., Hk. Th.</i>	8,566	10,456	7,069	10,613	29,056	160,494	111,693	125,339	148,879	108,441
Cotton, Raw..... <i>Piculs</i>	3,009	5,026	4,438	7,208	2,692	1,332	2,011	1,708	3,693	2,503
Fish, Salt..... " "	259,611	279,219	231,725	230,013	237,260	245,861	219,341	274,187	226,877	248,224
Fruit, Fresh..... " "	8,047	5,566	6,226	4,492	2,694	3,703	3,385	5,930	29,957	34,707
Ground-nut Cake..... " "	64,338	38,120	43,841	32,905	28,237	26,630	16,491	8,631	9,058	20,695
Hemp..... " "	7,300	10,493	9,748	6,923	6,790	7,586	8,336	9,293	8,367	11,952
Medicines..... <i>Val., Hk. Th.</i>	169,437	171,789	175,758	103,595	212,116	154,696	175,597	153,471	146,487	128,139
Oil, Ground-nut..... <i>Piculs</i>	106,835	86,377	70,818	98,440	79,361	111,350	97,995	78,978	78,796	112,434

DESCRIPTION OF GOODS.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Silk Piece Goods..... <i>Vol., Hk. Th.</i>	171,875	152,865	144,551	150,247	155,688	121,261	100,268	104,165	78,829	67,739
Soy and Sauce..... <i>Piculs</i>	3,830	3,815	3,700	3,599	2,620	2,496	4,587	4,286	16,295	18,128
Sugar, Brown..... <i>"</i>	20,757	13,774	17,604	11,054	8,782	28,151	13,957	10,453	16,773	33,049
" White..... <i>"</i>	26,334	27,163	22,322	15,776	12,080	23,587	5,918	8,706	10,455	22,678
Vermicelli..... <i>"</i>	20,300	18,700	18,621	16,895	18,813	16,561	12,705	12,501	17,220	17,356

APPENDIX No. 2.

PRINCIPAL ARTICLES OF EXPORT, 1892-1901.

DESCRIPTION OF GOODS.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Bricks and Tiles..... <i>Pieces</i>	2,811,090	3,506,645	2,732,425	3,067,770	5,191,876	3,967,596	3,599,615	3,804,738	2,071,205	4,365,130
Charcoal..... <i>Piculs</i>	41,358	43,495	34,553	49,372	50,498	53,887	51,915	79,765	65,781	70,942
Cloth, Cotton..... <i>"</i>	1,335	1,137	1,268	1,285	1,309	1,265	1,475	1,725	1,393	1,366
Eggs, Fresh and Salted..... <i>Pieces</i>	10,707,360	8,028,755	6,688,738	5,809,124	7,020,596	7,801,038	9,041,420	7,623,749	9,208,977	10,074,591
Fans, Palm-leaf..... <i>"</i>	10,975,520	10,876,600	13,526,261	12,586,280	14,927,570	15,866,520	14,315,635	19,563,840	38,554,346	41,340,198
Firewood..... <i>Piculs</i>	248,346	357,613	338,561	333,156	304,066	306,727	290,922	309,002	331,637	339,708
Fruit, Fresh..... <i>"</i>	78,759	58,335	64,464	52,322	40,895	42,623	42,910	51,535	52,722	57,526
Ground-nut Cake..... <i>"</i>	42,852	25,401	36,386	19,731	32,335	18,603	17,346	629	3,492	3,070
Mats, Tea, Sugar, etc..... <i>Pieces</i>	16,779,167	15,018,645	16,111,764	17,609,516	17,895,545	20,376,915	23,194,904	19,481,229	15,103,173	25,501,729
Oil, Ground-nut..... <i>Piculs</i>	33,743	35,176	31,846	37,063	32,104	20,506	12,428	5,416	628	1,751
" Aniseed..... <i>"</i>	509	126	26	...	13	...	...	...	...	...
" Cassia-leaf..... <i>"</i>	829	921	676	442	843	1,038	444	550	949	1,106
Paper, 1st Quality..... <i>"</i>	2,945	2,881	2,734	2,710	2,828	3,414	2,189	1,184	1,425	1,732
" 2nd..... <i>"</i>	17,784	19,080	14,463	18,332	18,169	18,901	17,634	10,303	12,137	15,955
Peel, Orange..... <i>"</i>	2,822	1,692	1,504	1,258	1,200	1,031	1,783	1,808	860	1,093
Pigs..... <i>No.</i>	25,703	22,727	26,327	22,233	26,808	30,918	35,400	30,509	31,061	30,935
Poultry..... <i>Vol., Hk. Th.</i>	49,874	65,230	68,856	42,412	63,620	34,727	13,190	14,994	17,401	23,722
Rice and Paddy..... <i>Piculs</i>	293,129	199,697	217,128	177,273	304,528	394,378	182,066	2,040	...	107,128
Samshu..... <i>Piculs</i>	27,376	28,824	28,832	27,587	26,816	26,879	30,531	28,021	26,682	37,484
Shoes, Silk and Cotton..... <i>Pairs</i>	27,319	29,261	25,469	23,689	34,370	39,739	34,941	69,998	118,722	114,152
Silk, Raw, White..... <i>Piculs</i>	194	197	287	644	820	329	439	713	627	341
" Wild..... <i>"</i>	2,953	3,389	2,374	4,374	3,579	3,599	3,545	4,234	3,747	3,517
" Cocoons, Whole..... <i>"</i>	1,568	1,183	963	899	1,248	1,162	1,048	1,056	394	436
" Refuse..... <i>"</i>	501	560	315	602	839	780	720	745	596	1,301
" Piece Goods..... <i>Vol., Hk. Th.</i>	94,916	86,004	72,157	63,149	100,274	115,734	170,335	214,868	75,070	70,194
Sugar, Brown..... <i>Piculs</i>	91,659	152,660	119,635	70,474	120,413	122,947	107,191	96,027	109,602	137,415
" White..... <i>"</i>	1,699	2,335	2,664	671	2,460	2,029	2,042	3,210	1,924	3,517
Tea, Black, Fired..... <i>"</i>	11,714	20,303	13,677	12,566	18,562	23,177	26,810	30,217	20,401	14,851
" Unfired..... <i>"</i>	15,805	19,424	19,898	20,663	6,945	2,400	1,247	1,261	7,899	5,723
" Green, Fired..... <i>"</i>	108	53	169	1	10	33	...	...	...	...
" Unfired..... <i>"</i>	71	35	62	58	9	13	...	...	...	...
Timber, Planks, Hard-wood..... <i>Vol., Hk. Th.</i>	186,106	142,620	151,151	489,914	731,820	711,475	89,578	95,731	126,835	63,132
" Soft-wood..... <i>"</i>	114,672	154,641	137,499	95,454	108,700	192,851	125,557	128,519	120,578	120,113
Tobacco, Leaf..... <i>Piculs</i>	27,346	29,859	30,902	28,632	19,352	25,398	34,555	38,042	30,277	36,434
" Prepared..... <i>"</i>	403	254	214	152	512	847	4,435	9,397	25,946	24,141
Turnips, Salted..... <i>"</i>	5,440	5,076	6,037	4,221	5,283	5,399	4,951	3,792	5,199	7,726
Vegetables, Fresh..... <i>"</i>	27,070	29,389	24,282	18,885	19,577	16,851	13,213	10,747	6,595	7,595

* Exported to Macao under special regulations introduced by the Viceroy of the Two Kwang in August 1893.

APPENDIX No. 3.

OPIUM MOVEMENTS, 1892-1901.

YEAR.	OPIUM ARRIVED FOR MERCHANTS.	OPIUM SHIPPED TO CHINA BY MERCHANTS.					
		Retail Trade.		Wholesale Trade.*		TOTAL.	
		<i>Chests.</i>	<i>Piculs.</i>	<i>Chests.</i>	<i>Piculs.</i>	<i>Chests.</i>	<i>Piculs.</i>
1892.....	1,184	779	934.80	402	478.83	1,181	1,413.63
1893.....	1,381	1,225	1,470	161	196.55	1,386	1,666.55
1894.....	1,801	1,741	2,089.20	73	92.48	1,814	2,181.68
1895.....	1,248	1,191	1,429.20	60	74.36	1,251	1,503.56
1896.....	1,571	1,536	1,843.20	25	38.56	1,561	1,881.76
1897.....	1,764	1,762	2,114.40	12	15.11	1,774	2,129.51
1898.....	2,109	2,100	2,520	11	28.58	2,111	2,548.58
1899.....	2,012	1,995	2,394	9	11.84	2,004	2,405.84
1900.....	1,468	1,469	1,762.80	2	2.77	1,471	1,765.57
1901.....	1,348	1,342	1,610.40	...	2.63	1,342	1,613.03
TOTAL.....	15,886	15,140	18,168.00	755	941.71	15,895	19,109.71

YEAR.	OPIUM ARRIVED FOR MACAO FARMER.	OPIUM PREPARED BY MACAO FARMER.		
		Local Consumption.	Export Abroad.	TOTAL.
		<i>Balls.</i>	<i>Balls.</i>	<i>Balls.</i>
1892.....	2,727	109,080	30,152	109,722
1893.....	2,579	103,160	24,746	103,926
1894.....	2,410	96,400	22,452	95,151
1895.....	2,355	94,200	12,592	82,148
1896.....	2,862	114,480	24,982	89,663
1897.....	2,663	106,520	22,640	83,343
1898.....	2,536	101,440	27,194	74,360
1899.....	2,654	106,160	22,932	83,345
1900.....	2,676	107,040	28,055	79,095
1901.....	2,936	117,440	34,721	82,622
TOTAL.....	26,398	1,055,920	250,466	806,025

YEAR.	PREPARED OPIUM SHIPPED BY MACAO FARMER.			
	To Australia.	To San Francisco.	To Hongkong.	TOTAL.
	<i>Balls.</i>	<i>Balls.</i>	<i>Balls.</i>	<i>Balls.</i>
1892.....	32,868	32,680	16,701	82,249
1893.....	27,208	28,660	9,510	65,378
1894.....	27,712	44,900	10,186	82,798
1895.....	19,968	47,660	...	67,628
1896.....	22,836	57,130	...	79,966
1897.....	24,504	60,720	...	85,224
1898.....	22,320	58,140	...	80,460
1899.....	22,736	60,980	...	83,716
1900.....	11,904	62,840	...	74,744
1901.....	10,464	74,720	...	85,184
TOTAL.....	222,520	528,430	36,397	787,347

* Including confiscated Opium.

APPENDIX No. 4.

NATIVE SHIPPING ENTERED AND CLEARED, 1892-1901.

Year.	To CHINA.		From CHINA.		To HONGKONG.		From HONGKONG.		To FOREIGN COUNTRIES.		From FOREIGN COUNTRIES.		TOTAL.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
1892.....	9,005	427,273	9,086	429,937	760	113,993	809	115,299	7	1,902	8	953	19,675	1,089,357
1893.....	10,030	410,496	10,146	416,849	797	111,776	806	110,582	4	792	4	269	21,787	1,059,764
1894.....	9,246	413,684	9,348	411,023	805	111,097	860	114,138	3	600	3	195	20,265	1,059,737
1895.....	7,703	378,579	8,132	382,331	693	81,504	751	90,532	2	420	4	1,044	17,285	934,410
1896.....	7,170	345,854	7,406	369,777	717	89,443	811	93,914	4	744	1	300	16,109	900,032
1897.....	7,170	341,585	7,205	357,768	722	92,669	776	97,115	3	484	3	408	15,879	890,029
1898.....	7,074	331,143	7,132	348,340	585	80,188	651	87,659	1	120	2	84	15,445	847,534
1899.....	6,876	317,512	6,778	337,006	618	82,721	679	86,978	9	1,591	2	395	14,962	826,203
1900.....	7,324	391,771	6,070	376,066	621	75,923	598	70,750	9	1,557	6	1,048	15,528	917,115
1901.....	7,947	417,606	7,592	416,910	438	58,960	563	70,441	18	1,585	43	1,215	16,601	966,717

APPENDIX No. 5.

DISTRIBUTION OF SHIPPING BETWEEN PREFECTURES AND PORTS, AND BETWEEN FOREIGN COUNTRIES, DURING 1901.

		To CHINA.		FROM CHINA.		TOTAL.				
		No. of Trips.	Tonnage.		No. of Trips.	Tonnage.		No. of Trips.	Tonnage.	
			Ballast.	Cargo.		Ballast.	Cargo.		Ballast.	Cargo.
廣州府 Kwangchow-fu.....	廣東省城 Canton	147	2,906	11,049	234	6,432	13,149	381	9,338	24,198
	佛山 Foshan	41	452	1,902	78	...	5,594	119	452	7,496
	順德 Shunde	67	288	5,465	95	192	6,948	162	480	12,411
	陳太香石前斗新江九南赤嶺長陽高水暗雷赤環陵堤岸儋儋北汕	108	650	10,292	117	...	12,697	225	650	22,989
	莞城 Taiping	32	...	2,365	47	...	3,345	79	...	5,710
	平海 Heungshanshing	44	613	1,452	44	96	1,428	88	158	2,880
	山岐 Shaki	2,726	916	42,483	2,336	14,100	29,264	5,062	15,016	71,747
	岐山 Chienshan	566	691	35,965	554	794	35,768	1,120	1,485	71,733
	村門 Tanmun	279	34	5,331	279	4,079	1,287	558	4,113	6,618
	會城 Kongmoon	579	...	15,672	495	34	14,938	1,074	34	30,610
	門沙 Sanulshing	287	652	24,372	336	2,848	24,598	623	3,500	48,970
	會城 Kongmoon	466	1,523	47,671	361	1,419	37,844	827	2,942	85,515
	南龍 Kowloon	197	...	4,480	218	342	4,438	415	342	8,918
	赤嶺 Sanningshing	656	144	72,113	538	29,246	34,317	1,194	29,390	106,430
	長陽 Chiklai	261	408	24,412	256	3,218	21,869	517	3,626	46,281
	高州府 Shuihingshing	257	7,459	5,359	436	192	20,769	693	7,651	26,128
肇慶府 Shiuhing-fu.....	江州城城									

SAMSUI.

REPORT, 1897-1901.

THE Sikiang (西江), or West River, was opened to Foreign trade by the Burma Frontier Convention of 4th February 1897. The Convention provided for the opening of two ports—Samshui (三水), in Kwangtung, and Wuchow (梧州), in Kwangsi; and four stages—Kongmoon (江門), Kumchuk (甘竹), Shiuhing (肇慶), and Takhing (德慶), all in the Kwangtung province. As these stages are under the Samshui office, this Report may more appropriately be considered as the West River Report.

(a.) The Sikiang—in Cantonese, Saikong—enters the Kwangtung province very soon after leaving Wuchow, and runs tortuously, in an eastward direction, for about 100 miles, passing the stages Takhing and Shiuhing; then, when abreast Samshui, in a southerly line, towards Macao, passing the stages Kumchuk and Kongmoon. Before entering Kwangtung the Sikiang has already crossed, sinuously always, the whole province of Kwangsi. It is formed by torrents sprung from the mountains of East Yunnan and South Kweichow, and long before it reaches Wuchow the Sikiang has already the aspect of a large and powerful river. However, in spite of the enormous volume of water which during the summer months fills the Sikiang to overflowing, the river during the dry season sinks to such a level that it would not be safe for vessels drawing more than 5 feet to attempt to reach Wuchow; for while at places the lead may mark a depth exceeding 100 feet, sandbanks and rocks may be found at other places with only a few feet of water over them. The Sikiang, its affluents, and delta are, therefore, streams suited, for all-the-year-round work, to flat-bottomed, light-draught vessels—and such are the vessels which Native experience has been using for centuries. The tide is felt at more than 200 miles from the sea, on the frontier of Kwangsi. The country north and south of the Sikiang is very mountainous, and at places the river runs between escarpments which, layer upon layer, reach a height of over 3,000 feet and form gorges of great beauty. Near Samshui the Sikiang connects with an arm of the Peikiang (North River) and runs southwards, bordered by hills and seizing every opportunity to divide itself into innumerable branches. These branches form a network of canals—wide or narrow, deep or shallow, winding round the hills, serpentine across the alluvial plains, joining with each other, separating and rejoining again,—forming, over an area 100 miles square, hundreds of islands, possessing a fertile soil, rich towns and villages, and a swarming population of active, intelligent, and progressive men.

The Peikiang—in Cantonese, Pakkong,—or North River, is formed of two main streams, one coming from the borders of Hunan and the other from the frontier of Kiangsi, joining at Shiukwan (韶關), and runs in a southerly direction until it reaches Samshui, where it divides,

a branch joining the West River and another flowing towards Fatsan, Chantsun, and Canton. The Peikiang is not so deep or so large as the Sikiang, yet it admits good-sized cargo-boats as far as Shiukwan (800 *li* from Samshui), and small boats can go some 300 *li* further. Like the Sikiang, the North River runs between hills and mountains forming beautiful gorges and containing minerals of various kinds.

Samshui—"The City of the Three Waters"—is built near the junction of the North and West Rivers. At this place the Peikiang divides into two arms, one running westward to join the Sikiang a mile from the city, and the other flowing in a south-easterly direction towards Canton. The city was founded in the Ming dynasty, in 1528, during the reign of KIA CHING; but beyond being the residence of the district authorities, it does not appear to ever have had any importance, commercially or otherwise. It lies about 2 *li* inland from the river bank, in a picturesque position on rising ground, and is surrounded by a wall, 15 feet high, in pretty good condition. All the low land round the city and in the whole district is given up to the cultivation of rice, while on the rising land the mulberry tree and the sugar cane are grown extensively. All along the river a strong embankment has been built, to protect the low fields against the floods recurring every summer, and which rise to disastrous heights whenever the freshets of the West and North Rivers happen to occur simultaneously.

On the river bank, at the mouth of the Peikiang, outside the embankment and exposed to all the unpleasant consequences of inundations, lies the village of Hokow (河口), the landing-place of Samshui. Here halts the incessant procession of junks, coming from Canton, Fatsan, and Chantsun, with kerosene oil, salt, and general merchandise for the remotest parts of the West and North Rivers; here is (after Canton) the most productive Likin station of the province; and here has been established the Foreign Custom House and the landing-place for steamer-borne cargo. Here is also a branch of the Native Custom House. These Custom Houses, and the shipping they control, give to the place life and animation; but, otherwise, Hokow is a miserable place, with no industries except boat-building and rope-making.

On the south side of the river, opposite Hokow, lie a number of roundish little hills, mostly bare, separated by narrow dales in which rice is grown. Hidden away among these hills is the sleepy, tradeless, insignificant village of Kongkun (江根), which the pioneer visitors to the West River mistook, from afar, for an important market, and therefore had it named in the Convention as a port open to Foreign trade. Its trade and shipping are *nil*; its industry merely farming—and, *à l'occasion*, piracy. Its anchorage is unsuitable to both Native and Foreign vessels, summer currents being too strong and liable to create whirlpools when the North and West Rivers happen to hurl their waters in opposite directions through the same channel. The Kongkun shore would, however, make a capital site for petroleum tanks, and purchasers could come here to ship their supplies more easily, cheaply, and safely than at Canton.

Life, trade, business, industry, and riches are at Sainam, a large town 3 miles below Hokow, on the river leading towards Canton. This is the place which the Convention ought to have opened to Foreign trade. Unfortunately, the river, which in Hokow Harbour is, during winter months, barred by sandbanks carrying only 3 or 4 feet of water, becomes, near Sainam, so shallow as to barely admit vessels drawing 18 inches. Nevertheless, Sainam is the soul of

the Samshui Treaty port, and is considered as part and parcel of the port. It is said that the natives would find means of deepening the channel if the port were to become prosperous. However, the Sainam, Samshui, and North Rivers will never be profitable to any but extremely light draught steamers towing light-draught cargo-boats.

Kongmoon is the first landing-stage met with on the West River after leaving Macao. The town is an extremely busy market place, in the district of Sanwei (新會), on the way of junks from Canton to the four southern prefectures—Kwangchow, Lienchow, Leichow, and Kaochow. This district is the garden and farm of Hongkong; thousands of baskets of eggs, fruits, and vegetables go from here to that British Colony. The district is also the birthplace of a large percentage of the emigrants to Foreign countries, of whom great numbers are constantly going and returning, thronging the steamers to and from Hongkong. The Sanwei district produces also the tree of which the leaves are used to make fans; the ramie, or China grass, of which grasscloth is made; and large quantities of tobacco. The town is situated on a narrow creek—rather shallow, and full of Native vessels and rafts,—and it is not easily accessible to Foreign vessels, which, for the present, land and ship passengers at the entrance of the creek, 3 miles away.

Kumchuk is the next landing-stage on the West River, situated at the mouth of a narrow creek leading to the important silk district of Sbuntak, and in proximity to Kowkong—a rich and populous agglomeration of towns extending for several miles along the West River.

After the port of Samshui is passed, the third landing-stage is met with—Shiubing (肇慶), a large and important prefectural city, beautifully surrounded by hills and waterways, with a population estimated at 80,000. The principal streets are alive and orderly; but the place is chiefly residential, and not commercial. Its principal industry is the plaiting of straw bags, of which millions are exported every year to be used for packing purposes. Minerals are abundant in the neighbourhood.

Takhing is the last landing-stage before reaching Wuchow. It is also picturesquely situated among the hills; but its population is only about 6,000 souls, its streets are dirty, and its industry and trade almost non-existent.

The Burma Convention opened to Foreign trade the two ports and the four stages mentioned above, and to Foreign vessels of any size or shape the West River and certain specified channels. The Inland Waters Steam Navigation Rules opened all the waterways of the interior to steamers not of a sea-going type. Under West River Rules, steamers may go from a Treaty port (e.g., Canton) to a Treaty port (e.g., Samshui) stopping at the stages, or from a Foreign port (e.g., Hongkong) to a Treaty port (e.g., Samshui) *via* the stages, but not from a Foreign port (e.g., Hongkong) to a stage only (e.g., Kongmoon); and West River steamers may not stop anywhere *en route* except at Treaty ports and stages. Under Inland Waters Navigation Rules, steamers may go from a Treaty port to any specified place inland, but not to another Treaty port or to a Foreign country; and they may stop anywhere *en route*. The result of these rules has been to compel certain Hongkong steamers, which would have made Kongmoon a terminus, to come as far as Samshui, and to prevent the Canton West River steamers from landing passengers, on their way, at such busy places as Yungki,

Kowkong, Kwangli, Yuetsing, Dosing, etc. As these rules will, no doubt, soon be modified, it is unnecessary to mention the objections and criticisms they have raised.

(b.) Merchant steamers plying between Canton or Hongkong and West River ports have not only been limited as to the places at which they may land and ship cargo and passengers, but also as to the channels through which they may navigate. Steamers from Hongkong have the option of entering the West River either *via* Malowchow (馬溜洲), Macao, or *via* Wongmoon (橫門). They invariably travel *via* Wongmoon, avowedly for the reason that the open sea passage is much shorter than *via* Macao, but in reality because there is at Malowchow a troublesome Customs station, while *via* Wongmoon Opium-smuggling suffers no hindrance. After having crossed the Wongmoon bar—and shown their papers at the Customs station, which they generally reach about midnight,—Hongkong steamers proceed in a north-westerly direction, along the narrow Sailam passage (小橫涌), towards the Mahning pass (馬寧河) and the West River; they then go down the West River 13 miles, to Kongmoon, which they reach about 6 A.M.; and after discharging their cargo and passengers, they retrace their way—running over the same 13 miles again—back to Mahning junction, and thence to Kumchuk and Samshui. They thus enter and cross the delta by night.

The Macao steamers run by daylight only, one steamer leaving Macao and one leaving Samshui at 6 o'clock every morning. They follow the West River.

The Canton steamers follow the route to Hongkong as far as Elliot Island; then they enter the Saiwan channel (沙灣河), turn into the Tamchau channel (潭洲河), then into the Tailnng channel (大良河), join the Mahning junction, stop at Kumchuk, and reach Samshui between 8 and 10 P.M. After landing passengers and cargo, they continue towards Wuchow.

Junks may, of course, take any channel they like; they generally follow routes which experience has proved to be least fraught with danger.

Foreign Custom Houses on the West River began to function in the second half of 1897. The value of trade for the last four years, at Samshui and its stages, has been as follows:—

	1898.	1899.	1900.	1901.
	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>
Samshui..... { Imports.....	1,343,951	2,413,288	1,473,244	1,595,216
{ Exports.....	275,043	571,708	816,756	1,012,661
	1,618,994	2,984,996	2,290,000	2,607,877
Kongmoon..... { Imports.....	590,761	1,074,218	1,191,411	1,302,265
{ Exports.....	36,709	79,166	111,955	136,010
	627,470	1,153,384	1,303,366	1,438,275
Kumchuk..... { Imports.....	445,134	259,697	304,992	664,773
{ Exports.....	21,739	22,182	48,411	55,006
	466,873	281,879	353,403	719,779
Shiuhing..... { Imports.....	23,102	98,345	115,747	99,385
{ Exports.....	18	326	17,325	413
	23,120	98,671	133,072	99,798
Takhing..... { Imports.....	10,424	12,857	16,651	30,429
{ Exports.....	610	21,767	5,773	41,487
	11,034	34,624	22,424	71,916
TOTAL, WEST RIVER (in Kwangtung).....	<i>Hk. Ta</i> 2,747,491	<i>Hk. Ta</i> 4,553,554	<i>Hk. Ta</i> 4,102,265	<i>Hk. Ta</i> 4,937,645

From the above figures it can be seen that the trade which comes under the cognizance of the Foreign Customs has, on the whole, been progressing, though with ups and downs at the stations *inter se*.

Imports come mostly from Hongkong. The goods imported are not necessarily of European origin—they may often be Chinese produce transhipped at Hongkong; but, coming from a British Colony, they are treated as Foreign merchandise and, whatever their original nationality, as from a British port.

Imports at Samshui in 1901 seem, when compared with 1899, to have declined; but, on the other hand, Kumchuk importations for the same period have more than doubled. One reason is that the populous district of Kowkong, near Kumchuk, used formerly, owing to the presence at Kumchuk of a high-tariffed Likin station, to import its supply of Piece Goods through the Samshui Custom House, while now that the Likin people have become more reasonable, Kowkong merchants find it easier to use the Kumchuk landing-etape. Another reason is that the importation of Kerosene Oil through the Samshui Custom House has totally ceased, importers having found out that it is much cheaper to import their Oil by Native vessels at Canton, and there pay Duty at the Native Custom House and take out Likin passes, than to import it by Foreign vessels, pay Duty at the Foreign Customs and take out Transit Passes. These changes may be felt locally; they have but little effect on general importation and general Revenue. Imports at Kongmoon have been steadily progressing, and their value has trebled in the four years that the place has been open. On the other hand, exportation in Foreign bottoms has been insignificant at all the stages; for the reason, beyond any doubt, that the Native Customs tariff being so much lower than the Foreign Tariff, Chinese shippers prefer Native to Foreign vessels. However, at Samshui, Exports—Fire-crackers, Straw Bags, Paper, Rice-birds—have been growing year by year, so as to almost balance the value of Imports.

Statistics of Transit Passes tend to strengthen the opinion that Samshui is destined to become a centre of distribution. Native merchants have learnt to appreciate the value of a Transit Pass, and to apply for it whenever Likin charges exceed, ever so little, the cost of a Pass. There is no doubt that as soon as Native and Foreign Tariffs are equalised, and trade, no longer allured by fiscal reductions—follows its natural roads, the issue of Transit Passes by the Samshui office will increase by bounds. The following table gives particulars of the Foreign goods sent into the interior under Transit Passes during the last four years:—

	1898.	1899.	1900.	1901.
Transit Passes issued..... No.	126	1,178	3,446	5,424
Value of Goods..... <i>Hk. Ta</i>	39,232	113,167	312,670	386,434
Duty levied..... "	657	2,216	5,359	7,010

No Native goods were brought from the interior under Transit Pass before the year 1901, when Straw Bags and Timber from Shiuhing came to Samshui, under Passes issued at Canton.

(c.) The Foreign Customs Revenue, at Samshui and its etages, has been increasing year by year, in spite of the disappearance of Kerosene Oil and other Foreign goods passed over to the Native Customs. The Protocol Tariff—5 per cent.,—which came in force in November 1901, had the effect of causing a loss, instead of an increase, in the Revenue, because Piece Goods, Cotton Yarn, etc., found it less onerous to come by Native vessel, and pay Native Customs Duty, than to submit to the new rate. But the equalisation of Tariffs, which must follow Foreign control of Native Customs, cannot but bring back importers to Foreign-type vessels and merchandise to Foreign Customs control. When it is realised that the Likin station at Samshui can, with its slack administration, produce some $\text{£}300,000$ annually, an idea can be formed of the junk traffic passing this point and of the Revenue capacity of the place.

The Foreign Customs Revenue each year since 1898 has been as follows:—

	1898.	1899.	1900.	1901.
	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>
Samshui	55,596	113,517	99,009	113,664
Kongmoon	17,497	27,810	39,950	37,725
Kumchuk	13,689	6,276	9,433	23,318
TOTAL..... <i>Hk. Ta</i>	86,782	147,703	130,392	174,707

(d.) Lawfully, very little Foreign Opium comes into the West River district—clandestinely is quite another affair; and it is said that smuggling *via* Wongmoon is carried on on quite an extensive scale by evil-doers using the various steamers visiting Kongmoon. It is reported also that a good deal of Native (Yunnan) Opium finds its way into Hongkong by the same channel.

(e.) It may fairly be said that in the whole delta, and all along the West and North Rivers, the medium of exchange is now the 20-cent piece minted in Canton. Dollars—of all kinds, chopped—are, of course, also used; but they are not so often seen as the 20-cent piece. The 10-cent piece is not readily accepted. The rate of exchange is, generally, \$100 equal *Local Ta* 72. *Hk. Ta* 100 are worth \$153.73; but payments at the Customs Bank being made by scale, and many dollars being of light weight, it generally takes about 154 dollars to equal 100 taels of Duty.

(f.) * * * * *

(g.) There are no Foreign merchants at Samshui or any of the stages, and there are no missionaries. Samshui city and a great number of villages in the delta seem to be inhabited only by women, children, and old men—the majority of able-bodied men being engaged in trade or work on the water, or in the large towns in China and abroad.

(h.) The rivers are the great highways of the delta; there are no roads, only paths. Along the rivers, wherever the land is low, strong embankments have been built by the gentry and farmers. The whole district of Samshui is thus protected, all along the North River and

as far as Sainam, by an earthen embankment 25 feet high, and 10 feet wide at the top, while the hase has a width of at least 50 feet.

The duties of policemen are fulfilled by a regiment of militia—*an-yung* (安勇)—having its head-quarters at Canton. Not only has each town a detachment of soldiers to guard it, but quite recently each passenger junk and each towing steam-launch have been given a number of soldiers, to inspect passengers, search for arms, and watch suspicious characters. In addition, the rivers are patrolled by a number of armed steam-launches, and every mile there is an armed junk anchored, with a dozen soldiers, to keep watch.

(i.) The West River, like many rivers in China, carries a great deal of sand, especially during the high-water season, and banks are apt to be formed one year which disappear the next season. However, at the mouth of each river or channel, and especially where counter-currents occur, a sandbank or bar is to be found, which causes more or less disagreeable surprises in winter months. Dredging and deepening by Native methods is possible; but the remedy is expensive, and relapse a certainty. Light-draught vessels pass anywhere at any season.

(j.) There are no permanent aids to navigation in this district; but, when required, temporary measures are taken to mark shoals, etc., in or near the harbour. Moreover, shoals and rocks, the location of which is fairly well known, are not the impediments which Foreign ship-masters dread most; the greatest hindrance to steam navigation comes from the numerous and enormous rafts floating down the Sikiang, and from the want of uniform rules of the road for Native vessels. The rafts come from the remotest parts of Kwangsi, and take months to reach their destination, at Canton, Fatsan, etc. They are formed of big pieces of timber, piled upon each other 4 or 5 feet deep, and lashed together in sections. Five sections form a raft, the area of which sometimes exceeds 400 feet by 50 feet. Rafts are thus as solid, and often as immovable, as rocks; and in narrow passes, like the Samshui Reach, where counter-currents occur, they are liable to block the way, to the great distress of the owners and the annoyance of skippers generally. To diminish danger in the Samshui Reach, the Commissioner has recently arranged that rafts will be divided into five sections, that sections will enter the reach in turn, and only between certain hours of the day; and a scheme is now under consideration by which rafts will be towed in sections, by steam-launch, through the difficult passages. The Viceroy has, moreover, undertaken to issue orders to all Native vessels sailing in the passages open to steam navigation to carry lights between sunset and sunrise, and to follow certain rules which will minimise risks of collision, which, unfortunately, have been frequent, and often attended by loss of life.

(k.) Of unhappy occurrences in the delta, plague, inundations, and piratical raids deserve special notice.

Plague broke out in 1894, 1896, 1898, and 1901, causing great mortality among the people. Although the popular name for the disease is "rat epidemic," the people do not appear to have any great horror of these animals, for dried rats are everywhere exposed for sale. But the rat eaten in the Canton province is said to be *le rat des champs*, which grows fat on cereals, and not *le rat de ville*, the accursed conveyer of plague; and the people who feast on dried rats are said to be the boating population and the women-folk, who believe that rat

flesh causes a luxuriant growth of hair—*de gustibus non disputandum!* The most efficacious preservative against this dreaded disease appears to be the protection of the God of War—*Kuan-ti*,—who has a temple in Sainam. He seems to have won a victory in 1901; for at the end of the year the people came, from tens of miles away, in procession to Sainam, and for a whole week business was absolutely suspended and the town given up to rejoicings and thanksgiving.

Inundations occur, with more or less force, every summer. The following graphic description of his experience, by Mr. W. HANCOCK, will give an amusing idea of a desolate situation:—

"On 24th June 1897 I had the contents of the Customs office removed and placed on board a roomy barge. But this floating office could not be kept in front of the Custom House, on account of the risk of being wrecked against that establishment, owing to the sudden and violent squalls which from time to time sweep up the reach facing Hokow. It had therefore to be taken away and moored in the creek behind, against the embankment, to which region also all the Native craft retired, and the swift-flowing river was deserted.

"On 30th June the river was at its greatest height. The next day I visited Kongkun and Sanhu, to make notes. Viewed from the tops of several small hills, the country, generally, resembled a series of lakes. Of the island in the mouth of the North River, the only vestiges visible were the two villages, resembling islets in bamboo groves. The water of the West River was pouring into the Samshui Reach with a velocity of at least 3 knots. Viewed from the river, Hokow presented a singularly desolate appearance, the houses being submerged in many cases to the second story, whilst in some the eaves of the roofs were dipping in the water. The community generally, so far as shops were concerned, had flocked to the embankment, and there a temporary bamboo street sprang up, with attendant market. All the river-side down in the Sainam direction was still more deeply flooded.

"The scattered habitats of the different members of the staff were a source of delay and inconvenience. The Tidewaiter, at one end of the street, had to descend from an upper window, to embark in a sampan in the front, with the strong current running—there being no exit in the rear. The writer, in a small joss house at the other end, had to descend by a bamboo ladder, through a back window, to embark. The Chinese Clerks alone, from within the city, were able to walk along the embankment to the floating office.

"The Commissioner's abode, as before described, is over the General Office, in which the water was neck-deep, and the banging of the waves against the front door caused the house to tremble. As the water rose, I had to have a bamboo causeway constructed, from the foot of the cockpit stair-ladder, carried over packing-boxes and leading to the kitchen, by the back door of which I was able to embark in the lagoon, through a thicket of bamboo and mulberries, the swiftness of the current rendering it impossible to do so in front. Then the causeway itself had to be raised, till at last it was almost a matter of crawling on all fours to pass under the different door-ways. In the kitchen I had also an artificial, raised bamboo floor, on which the unfortunate servants lay all huddled together, within an inch or two of the water—and about a couple of inches more would have put the fires out, though the brick rangees had been built especially high.

"The river current was red and swift. On the 26th the Customs sampan was capsized against the hulk, and all the occupants, mostly children, thrown into the water, and rescued with difficulty—two nearly dead, but, I believe, resuscitated by exploding fire-crackers under their noses.

"When things were at their worst, a favourite dog of mine, of French origin, suddenly had a litter of pups at the head of the ladder, and one falling down, was drowned in the General Office.

"Meanwhile, the rats having been driven out of their tenements, came upstairs and quartered themselves on me, stealing everything off the table in the most audacious way. The rain and gloom were perpetual. On the 9th July I had an attack of gastro-hepatic catarrh; and as soon as the water had receded, and left the General Office below full of slime, filth, and defunct frogs, it was followed by an attack of malarial fever. Everything was wet—the brick walls, tiled roof, and rafters; not a dry stitch of any sort of description to be had during the progress and perspiration of the fever—everything in the wardrobe even covered with mould.

"Altogether, after three weeks, and after whitewashing, the office was once more reinstated."

Piracy is not new in the delta. Since the Portuguese, in 1557, bought, for $\text{Fla } 500$, permission to live on the desert island of Macao, Europeans have learnt to know what Chinese piracy meant. From their fortified strongholds in the archipelago, which the Portuguese surnamed *ladrones* ("thieves"), the "Brothers of the Coast"—cruel pirates—used to sally forth in their war junks, pounce upon the sailing vessels laden with silk, tea, and opium, nail to the deck the members of the crew, pillage the cargo, and return to their lairs, abandoning to the waves the disabled vessels and to the fierceness of the sun the unfortunate, crucified sailors. In the early days the pirates were not afraid to wage war upon the Canton Viceroy himself; and in 1810 an army of pirates, under a leader called KUO P'Ö-TAI (郭婆帶), was sent by the great female chief, the widow of CHENG I (鄭一), to ravage the West River districts as far as Samshui. Those days of great enterprises are past; but robberies—called piracies, because they are perpetrated on the water by thieves travelling in junks,—more or less important, and executed with more or less audacity, by bands of men brandishing cutlasses and revolvers, are still of frequent occurrence in the delta. The boat population have, instinctively, an irrepressible longing for annexing what does not belong to them. This desire is born sometimes from the union of misery with hunger, but more often from the union of poverty with vice; and in order to procure easily the dollar which buys wine, woman, and pleasure, the men become pirates, attack passenger junks, seize steam-launches, and carry away merchandise and money. For the last two years the business has not been a profitable one—the authorities have restlessly pursued the brigands and mercilessly cut off hundreds of heads. But the hydra's heads are numberless, and the delta has no Hercules!

The improvement of waterways, the construction of railways, and the opening of mines will, undoubtedly, give work to the unemployed, enrich the country, and uproot lawlessness much more surely and rapidly than rifles and gun-boats.

(L.) to (c.).

(p.) The upper borders of the North and West Rivers are essentially mountainous, and wooded in parts. The delta alone is low and composed of alluvial soil, pierced here and there by rocky elevations—no doubt ancient islands, similar to Hongkong, connected with the continent by the slow, sandy deposits of the rivers.

The climate, healthy from October to March, is weakening for foreigners. In May and June rain is abundant and fevers prevail. Temperature varies from 40° to 100° F. Snow may be seen once in 10 years—frost also.

In general, the soil is fertile, and even very productive in the delta. Tea, of a poor kind, grows in abundance, especially in the higher regions of the North and West Rivers. Black teas are called congou, scented caper, scented orange pekoe; green teas are known as imperial, hyson, and gunpowder. Large quantities of tea pass the Kongmoon Native Custom House. The *Laurus cassias*—a kind of cinnamon tree, attaining often 20 to 25 feet in height—grows in the region of Loting, a district south of Takhing. The bark (*cassia lignea*) is separated from the branch by means of a knife, then scraped; by drying, it rolls up like a tube. Price, about $\text{T}a$ 10 per picul; broken, $\text{T}a$ 5. The *Livistona chinensis*, the fan-leaved palm tree, grows in the Kongmoon region. The trees are planted by seeds; and at the age of seven or eight years the leaves are cut. This cultivation and the industry of fan-making occupy over 20,000 people. A box containing 500 fans costs about $\text{T}a$ 4. Ginger is cultivated on a large scale along the West River. Sainam ginger is tinted red. A picul costs $\text{T}a$ 6. Turmeric (*Curcuma longa*) is also found; it is used to dye silk and cotton yellow; value, $\text{T}a$ 5 per picul. China-root (*Smilax glabra*) is found everywhere. Sugar cane and mulberry trees are grown in the Samshui district on land too high for rice, but not above flood limits. Tobacco is grown extensively in the Kongmoon region. Ramie (*Bahmeria nivea*) is also grown in that region; it is used to make grasscloth, of which a piece, 20 yards by 34 inches, costs from $\text{T}a$ 4 to $\text{T}a$ 16, according to quality. In the Shinhing prefecture are grown, in large quantities, the rushes (*Arundo mitis*) which serve to make the packing bags and mats exported by millions every year from Samshui. The low land is everywhere given up to the cultivation of rice. Oranges are a speciality of Kongmoon. Lichees, lung-ngans, and bananas grow everywhere in the delta.

Coal measures exist along the North River; but they are worked by rudimentary methods, and the coal is said to be soft and friable. Gold has been found near Shiubing; and it is said that in the prefecture of Shiukwan, on the Peikiang, there is a marsh containing gold. Silver, iron, antimony, saltpetre, limestone, etc., are also found along the North River.

The chief industry of the delta is, beyond doubt, the spinning of silk. There are over 200 steam filatures in the Shuntak district, worked by machinery of foreign pattern made in Canton. As to Samshui, hitherto essentially agricultural, it is becoming more and more a silk district. During the last few years the farmers have been planting mulberry trees quite extensively, and the women have learned how to rear silkworms. Three large cocoon shops, and also five hand spinning shops, have been opened at Sainam, and two steam filatures, worked by foreign machinery, employing over 300 people. The cocoons sold annually on the Sainam market, of which two-thirds are produced in the district, are valued at $\text{T}a$ 300,000. The quantity of silk thread sold annually is estimated at 90,000 taels. Cocoons vary in price

from 6 to 8 mace per catty, according to quality; a catty produces about 7 taels weight of silk. A card of worm eggs costs from 30 cents to $\$3$; a card contains about 80,000 eggs. Eggs are hatched six times during the warm weather, from the 4th to the 10th moon, and once thereafter. Each hatching takes about 20 days. When the cocoon is spun, the worm is killed by heat, to prevent the chrysalis piercing the cocoon. Mulberry leaves vary in price from 5 mace to $\text{T}a$ 3 per 100 catties. For the present, the Samshui district produces more leaves than it requires, and the excess goes to the Shuntak and Namhoi districts.

Another flourishing industry of the Samshui district is the weaving of cotton cloth from Indian yarn, which finds a ready market at Sainam. A skilled woman can weave 50 pieces a year. The sales in Sainam aggregate some 130,000 pieces a year—each piece, 140 feet long by 21 inches broad, costing from $\text{T}a$ 1.60 to $\text{T}a$ 2. It takes about 8 catties of yarn to make one piece. Dyeing is done at Sainam. Nearly the whole amount produced is sent up the North River.

The methods used by the natives in preparing sugar are very simple. The cane is crushed three times between two upright cylindrical stones, turned by a couple of buffaloes; the juice is then boiled in earthenware basins, and, after the scum has been taken off, the product is laid on clean mats, where, on cooling, it is cut into slices and packed in earthenware jars. In the autumn the whole district is studded with temporary sugar mills; but with the exception of that from the North River districts, very little sugar passes the Foreign Custom House at Samshui.

An interesting occupation, special to Samshui, is the netting and tinning of rice-birds, of which 30,000 to 50,000 dozens are caught every autumn. These birds are delicious when fresh; but after having been enclosed in tins, with highly malodorous grease, they become repulsive to the foreign palate. Their cost—40 cents a tin—would, moreover, preclude their exportation to European markets. They are reserved as a luxury for the Californian Chinese, together with equally unpalatable tinned meats, fish, worms, frogs, and fruits.

(g.) It is estimated that over 21,000 junks pass Samshui annually to and from the two great rivers.

The vessels called *pin chin* (便船) pass here irregularly, and transport merchandise only; the skipper is generally the owner of his vessel, and he is not called upon to take out any license or pay any fee, except Customs and Likin Dues. The junks called *heung-tu* (餉渡) make regular trips between two cities, and carry both goods and passengers; as a rule, the vessel is rented by the skipper and registered at the prefectural yamen. Towing steam-launches (輪船拖渡) must be registered at Canton, in the Shanhow Tsung Chi office; 9,000 launches passed Samshui in 1901. There are more than 70 kinds of native vessels differing from each other in shape, size, number of crew, or value. Those known as *ho-sai chin* (河西船) are the largest; they cost from $\text{T}a$ 500 to $\text{T}a$ 1,000, carry from 10 to 30 men, and run between Canton and Shiukwan. But the greatest number of all-the-year-round vessels passing this port carry six to eight men, cost $\text{T}a$ 200 to $\text{T}a$ 400, and hold 100 to 300 piculs. Some of the skippers—burdened with a family, fleeced by fiscal vultures, despoiled by roving bandits, arrested by low water—present, indeed, all the signs of poverty; and the Commissioner, when questioning such hard-working yet so badly-rewarded men at the Custom House, has more than once

been led to give alms, instead of collecting fees. On the other hand, the *heung-tu* passenger-boats present all the appearances of prosperity.

In accordance with a new rule made by His Excellency Tao Mu, each junk towed by steam-launch is now provided with eight soldiers, whose duty it is to search for arms, and thus prevent piratical attacks. To defray the expenses of these guards, passengers are charged 10 per cent. extra.

(r.) There are no banks at Samshui, except the Customs Bank; but there are nine at Sainam, which deal with Hongkong, Canton, Wuchow, Fatshan, Chantsun, Sheklung, etc., charging a commission of about 1 per cent.

(s.) Letter-transmitting agencies are rare in the delta. As a rule, letters are collected from door to door by one man, at one city, and taken by the same man to the other city; such is the case with Sainam letters destined for Fatshan and Canton. Often, also, letters are entrusted to the skippers of junks, at one place, and delivered by them to addressees or agents at another place. These modes of transmission are at once commodious, expeditious, safe, and cheap. A steam-towed junk leaves Sainam every morning at 7 o'clock, and reaches Canton at 2 P.M. the same day: a letter, irrespective of weight, costs 15 cash, payable either on posting or on delivery—to Fatshan, only 10 cash.

(t.) to (y.).

(z.) The trade of the West River, viewed from a general stand-point, Foreign and Native, gives all the signs of tenacious vitality and a tendency to grow and expand. Foreign Customs statistics can do no justice to it, as they have hitherto taken no account of the immense quantities of Foreign goods brought into the country by Native vessels and through the Native Customs. The West and North Rivers, unlike the Yangtze, will never be accessible to ocean steamers; but they offer a wide field for flat-bottomed, light-draught steam-launches which will tow cargo and passenger boats to the remotest parts of the Two Kwang provinces. The immense valley of the North River is still practically undeveloped; it is rich in mineral products, which can easily be brought to Samshui and shipped or manufactured. The situation of Samshui, as accessible to Hongkong as is Canton, seems to designate it to become the natural distributing medium between the great emporium and the two great rivers. The soil is rich and fertile—the people are active, intelligent, and progressive—towns and villages are easy of access: why should not the country prosper, if peace grants it its blessings and capital and science their assistance?

J. A. VAN AALST,

Commissioner of Customs.

CUSTOM HOUSE,

SAMSHUI, 31st December 1901.

WUCHOW.

REPORT, 1897-1901.

(a.) PRELIMINARY.—The principal trade centre of the province of Kwangsi, situated latitude 23° 30' north by longitude 111° east (Greenwich), this mart was brought into direct commercial relations with Foreign traders under the Special Article appended to the Burma Convention of 1897.* The province in which it is contained is one of the trinity of traditionally feebly-productive provinces of China Proper, and one of the four remote and less healthy provinces to which criminals are transported for penal servitude of the last degree. The late Dr. WELLS WILLIAMS, in his classic, "The Middle Kingdom," has described certain portions of the country as bracing and desirable; to that, in some measure, must no doubt be due the informal disturbances, sometimes of no particular moment, which chronically arise. It has been appositely remarked that these three provinces (Kweichow, Yunnan, and the home province) "should still be poor is not matter for surprise. Kwangsi was ravaged by the Taipings and by Boat Rebels, who even captured and held for a couple of years (1857-59) the city of Wuchow; Yunnan was laid in ruins during the Mahomedan Rebellion; and Kweichow was devastated in the sanguinary conflicts with its aborigines, the Miao-tzu. The ruin of Yunnan was itself a severe blow to the prosperity of Kwangsi, for the former province poured a great part of its wealth down the Sikiang, or West River."†

This river, of which the local literary designation is the Yuan-chiang (甌江), "Drake River"—from the manner in which the clear Kweilin River (*q.v.*) mingles with the turbid main stream, and suggests the conjunction of the dark and the light, female and male elements, exhibited so happily by the duck and the drake,—has its head waters in Eastern Yunnan, and for a considerable way follows closely the boundary of Kwangtung and Kwangsi. It stretches, perhaps, 1,200 miles, and passes in its course and lesser branches (besides the sister ports of Samshui and Wuchow and the stages of Takhing, Shihing, Kongmoon, and Kumchuk) the following chief centres—Sü-ch'êng (泗城), Po-sé (百色), Nanning (南寧), and Hsunchow

* "Whereas on the twentieth day of January one thousand eight hundred and ninety-six the Tung-li Yamen addressed an official despatch to Her Majesty's Chargé d'Affaires at Peking, informing him that on the thirtieth day of December one thousand eight hundred and ninety-five they had submitted a Memorial respecting the opening of ports on the West River to foreign trade, and had received an Imperial Decree in approval of which they officially communicated a copy:

"It has now been agreed that the following places, namely, Wuchow Fu in Kwangsi, and Samshui city and Kongkun Market in Kwangtung, shall be opened as Treaty Ports and Consular Stations with freedom of navigation for steamers between Samshui and Wuchow and Hongkong and Canton by a route from each of these latter places to be selected and notified in advance by the Maritime Customs, and that the following four places shall be established as ports of call for goods and passengers under the same regulations as the ports of call on the Yangtze River, namely, Kongmoon, Komechuk, Shihing and Takhing."

† Wuchow British Consular Trade Report, 1897.

(潯州), with the considerable markets of Konghao (江口), Dosing (都城), Kwanglee (廣利), and Kowkong (九江)—the last three places in Kwangtung; while off its principal tributaries, the Hung-shui-ho (洪水河) and the Liu-ho (柳河), lie the trading towns of Liuchow (柳州), Ch'ing-yüan (慶遠), and Lai-pin (來賓). Within easy range are the cities of Kweiyang (貴陽), An-shun (安順), and Tu-yün (都勻), in the province of Kweichow; Kwangnan (廣南), in Yunnan; and the productive districts of Central Kwangsi around Pin-chou (賓州). In semblance it is a still, not a busy river, with sporadic junks quietly sailing or poled (carrying pottery, rice, indigo, cassia, and miscellaneous cargoes), enormous pine rafts floating down stream, and occasional crowded passenger-boats. Of its physical characteristics, a predecessor has said, "in its tortuous windings through mountain defiles, chief among which is the famous Shihing Gorge, and its subsequent passage through hill-studded plains to the sea, it affords a variety of scenery in few instances surpassed, and pronounced by many to be superior to that of the Hudson or the Rhine."* So comes it that at this day not a few tourists "do" their West River as well as their Canton. The natural navigable characteristics of this river are not less inviting—suited admirably for Native boats worked by Native methods (the result of experience), but not altogether for experimental steam navigation; though, as regards the latter, a "P. and O." liner could reach here in the summer period, turning difficulties excepted, and in the low-water season (seven months) only the tender to such a vessel, and then uncertainly.†

Having now generalised somewhat on the subject, let me take the reader a trip from Hongkong to the chief mart in Kwangsi. The following contemporary account—not mine—may show, also, that an appreciation of the picturesque may be combined with a perception of the material‡:—

"A trip up the river from Hongkong to Wuchow and back takes about five days, and can be most conveniently made by one of the boats which are run, on *kongsi* (i.e., pool) principles, by the China Navigation Company, the Indo-China Steam Navigation Company, and the Hongkong, Canton, and Macao Steam-boat Company. They call at Kongmoon, Samshui (a Treaty port), Kumchuk, Shihing, Takhing, and so to Wuchow, the Treaty port. The distance from Hongkong to Samshui is, roughly, about 120 miles, and a like distance separates Samshui and Wuchow.

"For reasons respecting pirates, we crossed from Hongkong over to the main entrance of the river, skirting Macao on the way, and entered the vessel at the Wongmoon Customs station in the small hours of the morning. We carried very little cargo in the steamer, which mainly serves for passengers and some light packages. The cargo is carried in a fine iron lighter, of a capacity of about 400 tons; this is towed alongside the vessel up the river, and left at Wuchow, where another similar lighter is awaiting to be brought down with outward cargo. We reached Kongmoon about 9 A.M. This place has a very considerable passenger traffic. The Treaty port

* Wuchow Trade Report, 1897.

† As to magnitude of craft, there is to be discerned, embedded in the soil on the bank opposite the town, an old Foreign iron anchor, with a wooden stock, probably for a 2,000-ton sailing vessel of the old days. The most likely hypothesis is that it was formerly used as salt-boats moorings; I do not think that the discovery resembles the *BULL STUMPS*' discovery in "Pickwick."

‡ "London and China Express," 6th July 1900.

FOREIGN PROPERTIES AND PROPERTIES IN PLACES OF SETTLEMENT

- 1 Jardine, Matheson, & Co.
- 2 China Merchants S.N. Co.
- 3 Butterfield & Swire
- 4 I. M. Customs
- 5 British Consulate Office
- 6a Western Mission Hospital
- 6b " " Residence
- 7 Baptist Mission
- 8 Alliance Mission
- 9 Stag Hotel (Hongkong) Property

怡和洋行
招商局
太古洋行
英國領事館
英國領事館
西醫醫院
西醫醫院
西醫醫院
西醫醫院
西醫醫院

VARIOUS

- 10—Telegraph Office
- 11—Powder Magazine
- 12—Parade Ground

PUBLIC OFFICES (衙門)

- 13—Prefect
- 14—Commandant of Port
- 15—District Magistrate
- 16—Intendant of Circuit
- 17—Literary Chancellor

SCHOOLS (書院)

- 18—Chuen Kung Tong
- 19—Fong Fui So Yuen (Fong Tai Shu Yuen)
- 20—Cheung Sai Hok Tong (Chung Hai Hsiao Tang)

TEMPLES (廟)

- 21—Kwan Ti
- 22—Tung Nguk (Fong Yo)
- 23—Ping Ching
- 24—Chun Tai Ku (Chun Ti Ku)
- 25—Ngai Hin (Wu Hsien)
- 26—Wah Kwong (Hua Kuang)
- 27—Yü Yi
- 28—Tien Hau
- 29—Kwuk Kung
- 30—Tam Kung (Tau Kong)
- 31—Hok Kung

LANDINGS (碼頭)

- 32—Kwan Ti
- 33—Chap Po
- 34—Tai Shek Chü
- 35—Tien Hau
- 36—Su Yuen
- 37—Yik Chin
- 38—Ngau Si
- 39—Ti Tehü
- 40—Ngai Hin
- 41—Shek Hung-hau
- 42—Chiog Mow Mew
- 43—Sai Mun
- 44—Yee Matou
- 45—Lik Muk Kew

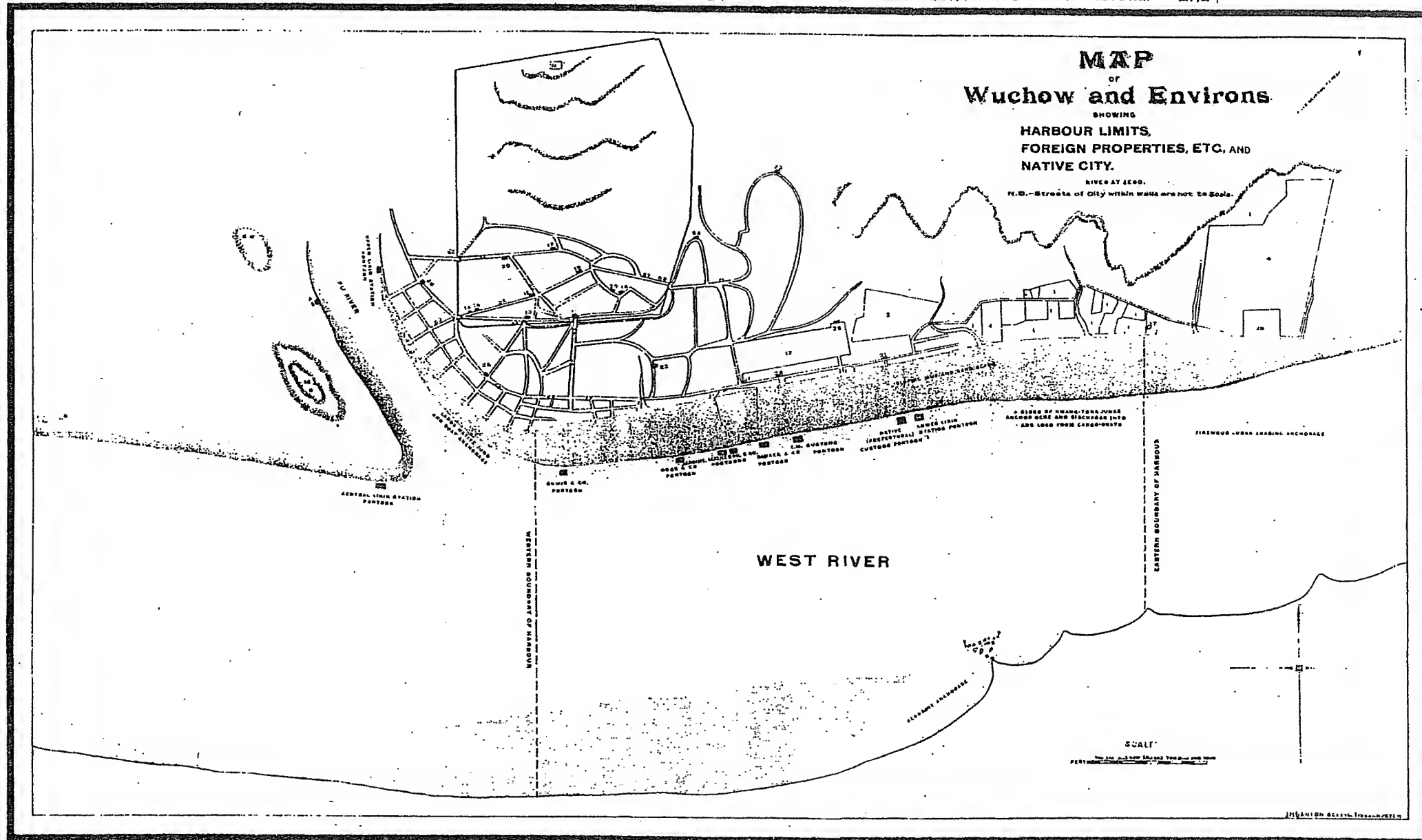
STREETS (街)

- 46—Hau Pang Kai
- 47—Chuk Yi Kai (Bamboo Chair Street)
- 48—Mien Fong Kai
- 49—Kow Fong Kai (Nine Sections Street)
- 50—Hok Ching Kai
- 51—Sot Kai
- 52—Min Fong Kai
- 53—Sai Mun How Kai
- 54—Tung Kee Kai
- 55—Pak Mun Kai
- 56—Sai Mun Kai
- 57—Tung Mun Kai (East Gate Street)

GATES (城門)

- 58—Tung Mun (East)
- 59—Tai Nam Mun (Great South)
- 60—Sin Nam Mun (Lesser South)
- 61—Sai Mon (West)
- 62—Pak Mun (North)

東門
大南門
小南門
西門
北門



of Samshui was made in the afternoon. It is a fairly important place; but Sainam, some 4 miles away, is evidently of much more importance, and but for the small quantity of water in this branch of the West River, would probably have made a far more important Treaty port. So far, we have been in the delta of the river, with flat banks, and evidently a rich alluvial soil, where mulberries for the large silk district surrounding are extensively grown, and sugar and other products. There are evidences of considerable population. There are likewise many large brick-kilns to be observed on the banks where the well-known blue Kwangtung bricks are extensively manufactured. The fuel to bake them comes down the river, from the upper part of the province and from Kwangsi, on boats loaded high up above the decks, and consisting of twigs, grass, and other vegetable refuse. Fodder for the buffaloes who are used to knead out the clay when being worked up also comes down in similarly-laden boats. The collection of this fodder and fuel, and its carriage, makes no mean industry in itself. Along the hillsides one may see shoots, often some hundreds of yards in length, for sending these materials down to the river banks. Another feature is the crops being grown on the foreshore of the river. The waters, I may note, during summer-time rise some 50 feet, say, above their winter level, and the ground is left with a rich alluvial deposit, and freely taken advantage of when the waters are low.

"We left Samshui about 4 P.M., which brought us to one of the most picturesque places on the river—the Shiuhing Gorge—soon after dark; but as a brilliant moon was shining, we had very picturesque effects. On our return we came down by daylight. The river, from being, roughly speaking, about a mile wide on either side of the gorge, narrows down to about a quarter of that breadth, passing between lofty hills and mountains. In the narrowest spot it probably does not exceed 300 yards; but the average breadth of the four and a half miles of the gorge is about a quarter of a mile. A stone high upon one of the hills of the right bank much resembles a woman, and is known to the Chinese as the 'Waiting Widow.' Her husband is supposed to have gone to Wuchow on business and not returned—the unkind version being that he had gone to Canton on a pleasure jaunt, and had also not returned. About a mile above the lower end of the gorge, we passed the wreck of one of BANKER & Co.'s steamers, which had had the misfortune to run on a rock close to the shore, having been overtaken by fog coming through the gorge. Lighters were in attendance and salvage operations in progress. The mountains, which attain a height of about 1,500 to 3,000 feet, rise precipitately from the river. As soon as you clear the upper end of the gorge, the pagodas of Shiuhing come in sight. I may remark that a majority of these essentially Chinese erections on the West River seem to be in much better order than one usually sees them in China. Only a few minutes stay was made at Shiuhing, and then we resumed for our objective point—Wuchow. Between the two towns you are steaming through a country where very extensive production of bamboos takes place. They grow in rich, feathery masses, often resembling Prince of Wales's feathers. The growth is extremely picturesque, and the huge rafts of bamboo poles often met on the river—and often forming considerable obstruction to navigation—testify to the dimensions of the trade. One or two smaller gorges were also traversed. For some time previous to our making Wuchow, at midday, the lofty pagoda on the high hill facing the city was in view as a conspicuous landmark. Shortly before reaching, two rocky islets are passed. At high-water season in summer—when the difference in level is from 50 to 60 feet, and sometimes more—the lower of these gets

covered, and at times even the joss house on top of the higher one gets invaded by the watery element."*

In a general way, from the sea to this port all is fair sailing, though it is a different tale from this to Nanning (*vide* (i.)), or by the Kweilin River to the capital; for this tributary of the main river, locally known as the Fu-ho (潯河), and elliptically as the Kuei-chiang (桂江), "is, in fact, a mountain torrent. Its current is, as a rule, slow; but in the early summer, before the main river has risen high, its waters come down with a tremendous rush and a roar that reminds one of the sound of Niagara. Later on it becomes dammed up by the water of the main stream, and the strength of its floods does not reach its mouth."†

Upon the northern bank of the West River, and at the confluence of the Fu-ho with it—situated within the district of Te'ang-wu (蒼梧) and the prefecture of its own name,—lies the Treaty port under note. Its physical features are picturesque, and characteristic of the mountainous province in which it lies; pagodas perch in fitting situations, and the "Wuchow Peak" (白雲山), 1,200 feet high, rises above all. The hillsides in the immediate neighbourhood have been rendered barren by constant deforestation of ehrube and fern and whatsoever may serve as fuel for a poor population; while the general aspect of the town, to those arriving by steamer from Hongkong or Canton, is rather latent than evident of trade—commercial energy, perhaps, would rather strike the traveller who approaches from Kweilin by the crowded Fu-ho, though the Foreign trade pontoons, each with its steamer, indicate certain commercial touch.

The trade metropolis of Kwangsi, but itself containing a population of, perhaps, 70,000 only, Wuchow is the seat of a prefecture and of a district magistracy—the latter called Te'ang-wu (蒼梧), from the former local abundance of *Sterculia platanifolia*, and (as a district) being first so styled in the Sui (隋) dynasty (*circa* A.D. 600). I might add that a mile to the east of the present district (and prefectural) town lay the still more ancient magistracy of Kuang-hsin (廣信), established in the year of accession of the famous Han Emperor Kao Tsu (漢高祖) (*circa* B.C. 206), upon the probable site of which I am now writing these notes. It is to be observed that the area to which the name of Te'ang-wu originally applied was far more considerable than that comprised within the limits of the present county. It formed one of the seven sections of Ling-nan or Southern Yüeh (粵); or, to go even further back, it was a subdivision of Chingchow, one of the nine provinces of the great Yü (虞). When conquered by that martial Han Prince Wu Ti (B.C. 135), it was styled a *chün* (郡), or administrative division, and over it was placed a Tz'u-ehih (刺史), or Administrator. From the accession of the Ming Emperor CH'ENG HUA (成化) (*circa* A.D. 1465), and until the reign of CHIA CHING (嘉靖) of the same dynasty (*circa* A.D. 1522), the town was the seat of the Viceroy of the Two Kwang—a position to which is traceable the generous lines upon which it is framed. In the reign of the Prince last mentioned a Governor was substituted for a Viceroy, and his residence located at Shihing, while an Intendant of Circuit was established at Te'ang-wu. Kweilin did not become the centre of government until the 3rd year of the reign of K'ANG HSI (A.D. 1665).

Later history is more or less a blank, and I leave it for the next Decennial Report. The more ancient Chinese history is, the more complete (though concise) and circumstantial is it—

* The story goes that the water on one occasion mounted so high as to drown a priest in his dreams.

† Wuchow Trade Report, 1897.

tradition,* as all the world over, notwithstanding. Two—or, rather, one—comparatively modern events, however, stand out. The Taiping movement was hatched in the attractive district of Kweihsien (貴縣), 100 miles from Wuchow, with the advent of HUNG SIU-TSUAN, YÜN SHAN, and others, in the year 1844, on a visit to a relative; and neither Kwangsi nor Wuchow was blessed by this pilgrimage. By 1850 the position was grave; in the immediately succeeding years the province was in a ferment; and in the 6th year of HSIEN FENG (A.D. 1857) the Boet Rebels (船匪), under two leaders, LIANG P'EI-YU (梁培友) and OU JUN (區潤), took due advantage to besiege Wuchow with the somewhat elementary means at their disposal. After 100 days it fell, and was sacked; and thus much of the Wuchow of to-day is *redivivus*, though many of the temples were spared.

From temples to trade is a transition; but while temples pass, trade remains fairly constant. I find an early reference to the export of paddy, vegetables, etnrgoon, mulberry epiphyta, etc., etc. At whatever geological epoch the region here was upheaved, at that moment Wuchow acquired local force—having, as Mr. E. H. PARKER describes it, a "bottle-neck exit" from Kwangsi. The foundation, gradual rise, and history of those towns which lie upon the main course of the West River, or more or less immediately off its branches, must be considered, in attempting to ascertain at what period this location first became of importance—on which point there is reason to suppose that the past, not the present, saw Wuchow at its zenith. Hsunchow became a prefecture in the 7th year of the T'ang Emperor TAI TSUNG (A.D. 634); Liuchow was of some importance in the reign of KAO TSU, his predecessor—but neither appear to have become to any degree prosperous until the early and settled years of the Ming dynasty following the forceful and chaotic Yüan rulers. Nanning (*vide* also (p.)), formerly known as Yung-chou (邕州), is an ancient trade centre, and of a period, anterior to the Sungs, of the Nan Pei Ch'ao (*circa* A.D. 400), but of weight only in the reign of the Ming Emperor HUNG WU (*circa* A.D. 1360). Set-ch'eng (泗城), of even greater antiquity, dates to the remote Ch'in dynasty (*circa* A.D. 255), but does not appear as of any importance whatsoever until the Mings (*circa* A.D. 1400). Kweilin (*vide* also (p.)) was established as one of the three administrative divisions of Ling-nan in the reign of the Ch'in Emperor SHIH HUANG (B.C. 221), and after intermediate transition, became, in the 5th year of the reign of HUNG WU of the Mings (A.D. 1371), a prefecture. The other principal town on the Kweilin River, Ping-lo (平樂), became a prefecture in the time of the Yüan Emperor CH'ENG TSUNG (成宗) (*circa* A.D. 1295). We may therefore say that, somewhere from the 11th to the 12th centuries, Wuchow acquired additional capacity with the gradual rising of these towns. The place lies in no rich region: this or that hill contains iron; this rock a trace of aluminium; and there is likewise around nickel, silver, platinum, and in larger quantities manganese and in fair quantities antimony. But these are in suspension. In just the same way have I heard that there is gold to be found in Her late Majesty's pennies of A.D. 1864, and that millions of pounds sterling worth of precious metals are in solution in the ocean. "As an industrial centre Wuchow is of little importance; with the exception of dyeing, tanning, and the manufacture of thin leather, there is no local employment of labour on a large scale."† To which I would

* Essentially tradition, for even rough cuts on bamboo lose their form after not many years.

† Wuchow British Consular Trade Report, 1897.

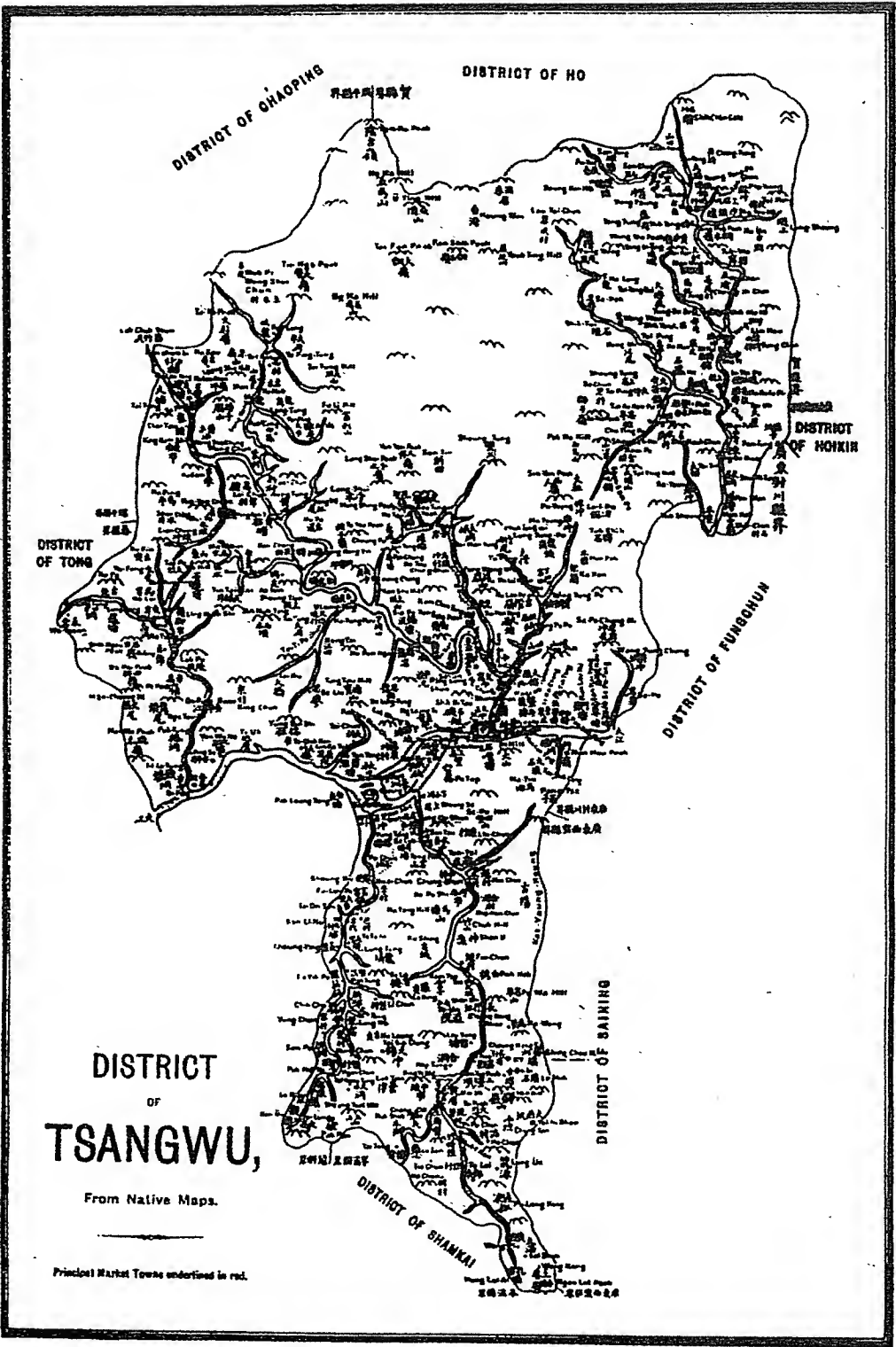
add that, beyond lizards (to be found outside the East Gate), which contain white stripes upon the head and are of special efficacy in medicine, Wuchow produces nothing. It is, however, a distributing centre of the first magnitude. It serves the home province, Kweichow, and Yunnan to an increasing extent, "and it is the great *entrepôt* for rice and timber, which are exported in immense quantities to Kwangtung." *

Upon the 4th June 1897 the port was, with the proper ceremonial, declared open to Foreign trade, the anchorage being fixed in a straight sweep 1,170 yards in length, extending from the temple of Yü-ti (虞帝) to the Hu-Kwang Club (湖廣會館) (*vide* sketch map), with an average breadth of some 1,000 yards in the high-water season, and with 25 feet as a constant sounding during the low-water months. The period which has elapsed has been sufficiently momentous. The Boxer rising of 1900 had, from a direct and physical point of view, but a subdued effect. "Kwangsi was affected less than some provinces; here trade and people have suffered more from the banditti of various 'societies,' robbers, and disbanded soldiers"—much in the same way, but not at all to the same degree, as happened at the time of the Taiping rising. These chronic disturbances were, in fact, most acute in the year 1898. To turn to other matters: very satisfactory has been the development of a Government postal system between the principal centres in Kwangsi and Kweichow, initiated in the year 1897 (*vide* (s.)); tentative mining efforts in the district of Kweichien and elsewhere in that vicinity were witnessed in 1898, and again in 1901; the railway has been extended from French Indo-China to the frontier, and other such projects have been discussed; finally, education in Foreign knowledge has been provincially essayed by some rearrangement of educational institutions, and locally by the establishment of a school under official patronage (*vide* (n.)), and there are likewise similar schools in other principal centres (*id.*). No less from the purely commercial stand-point has the period been one of evolution and experiment: it has seen such general and momentous events as the throwing open of the inland waters under the Inland Waters Steam Navigation Rules of 1898; the application of a modified Maritime Customs Tariff at the close of 1901; the administration of the Native Customs in conjunction with the Maritime Customs, within a radius of 50 *li*, at the same period—the first and last mentioned points having very special touch here. And apart from these non-local and wide-spreading departures, commerce locally has been occupied with questions of experimental and explorative navigation—the one exemplified by the variety of craft, and the latter by the ascent to Nanning of a British gun-boat in 1901.

(b.) CHANGES IN TRADE, ETC.—The total value of trade (excluding Re-exports) since the opening of the port in 1897 has been:—

YEAR.	NET FOREIGN IMPORTS.	NET NATIVE IMPORTS.	EXPORTS.	NET TOTAL VALUE OF TRADE.
	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>	<i>Hk. Tls.</i>
1897 (seven months).....	1,392,415	47,394	472,902	1,912,711
1898.....	2,824,486	145,371	1,244,951	4,214,808
1899.....	4,097,510	91,883	1,933,849	6,123,242
1900.....	4,496,811	89,681	1,939,571	6,526,063
1901.....	5,552,443	92,467	1,851,333	7,496,243

* Wuchow Trade Report, 1897.



The foregoing figures do not present any striking features of contrast from year to year, other than the healthy elasticity to be expected from a newly-opened port so advantageously placed for inland communication.

The following table shows the value of the net Imports and of the Exports; produce of purely local origin is unimportant, and, similarly, but few Foreign Imports are locally consumed:—

—	1897.*	1898.	1899.	1900.	1901.
	<i>Hk. Tn</i>	<i>Hk. Tn</i>	<i>Hk. Tn</i>	<i>Hk. Tn</i>	<i>Hk. Tn</i>
Imports, Foreign and Native.....	1,439,809	2,969,857	4,189,393	4,586,492	5,644,910
Exports.....	472,902	1,244,951	1,933,849	1,939,571	1,851,333
TOTAL..... <i>Hk. Tn</i>	1,912,711	4,214,808	6,123,242	6,526,063	7,496,243

* Seven months.

This being merely a distributing centre, fluctuations in the Foreign Import trade naturally relate to more distant sources, and primarily are to be observed in the Inward Transit traffic (which accounts for over two-thirds of the total Foreign Import trade), as shown by the following comparative table of net values:—

—	1897.†	1898.	1899.	1900.	1901.	TOTAL.
	<i>Hk. Tn</i>	<i>Hk. Tn</i>	<i>Hk. Tn</i>	<i>Hk. Tn</i>	<i>Hk. Tn</i>	<i>Hk. Tn</i>
Foreign Imports.....	1,392,415	2,824,486	4,097,510	4,496,811	5,552,443	18,363,665
Inward Transit.....	1,026,676	2,086,204	2,953,002	3,309,969	4,244,912	13,620,763

† Seven months.

The following shows this in greater detail for the year 1901—allowance to be made, on the one hand, for surplus stocks remaining over from the previous year, and on the other, for goods remaining over at the close of the year in point destined for the interior subsequently:—

DESCRIPTION OF GOODS.	1901.	
	Value of Net Import.	Value of Inward Transit.
	<i>Hk. Tn</i>	<i>Hk. Tn</i>
Shirtings, Grey, Plain.....	255,135	149,925
" White, ".....	311,196	170,709
" Dyed, Plain, 20 yards.....	140,580	143,530
" " 40 ".....	20,090	25,550
" " Figured, Brocaded, and Spotted.....	23,822	15,137
Flour.....	42,433	18,825
Matches.....	121,344	98,095
Oil, Kerosene, American.....	201,681	168,647
" " Russian.....	5,270	3,639
" " Sumatra.....	233,614	157,394
TOTAL..... <i>Hk. Tn</i>	1,355,165	951,451

Foreign Import staples (*vide* Appendix No. 2) have been principally represented by Cotton and Woollen manufactures, Cotton Yarn, Llama Braid, Kerosene Oil, Matches, Salt and Dried Fish, Iron and Steel in Bars, and Medicines. Plain Shirtings and T-Cloths lost ground slightly in 1900, recovered in 1901, and with proportionately increased importation regained their former ascendancy. Dyed Shirtings, which have invariably increased in successful competition with those locally treated, are dyed in Hongkong, and their position must be ascribed to the advantages importations from a Foreign port derive from the Transit Pass system; the locally-dyed cloth has, however, a certain vogue in Kweilin, Po-sé, and Liuchow. Velvets continue in fashion (among the better-to-do) as trimmings for shoes, hat, or jacket—really for the smartness of the *ensemble*, nominally for their warmth. Foreign Socks (Cotton), from Germany, are increasing their hold. Kerosene Oil has continued to advance, and American, Russian, and Sumatra in open competition have tended to lower the price and stimulate demand—the latter cheap grade finally topping the market, with the first named a close second; the Russian kind is inclined, however, to retrograde—in 1900 there was no importation, though the following year saw it again represented in a minor way. Soaps ("Rose" from Germany and "Pears" from Great Britain) and Scents ("Florida Water" from America and Germany, "Violets" from Japan, and good French Scents) have an increasing demand among the well-to-do of the towns, and the favourite Musk is giving way. Cigarettes—especially the cheap Shanghai-made grades—have latterly been much advertised, and much sold.

Trade in Native Imports (*vide* Appendix No. 3) declined subsequent to 1898, with an inclination to recover in 1901; and it must, of course, be remembered that many items classed in statistics as Foreign Imports are, in reality, goods of Native origin, which conveniently find their way into China under the former category in order to attain the distinctive advantages accorded to Foreign Imports passing to the interior. Paper has been imported in greater quantity each succeeding year.

As previously stated, the Inward Transit traffic (*vide* Appendices Nos. 5 and 7) is practically identical with the Foreign Import trade.

The Export staples (*vide* Appendix No. 4) Star Aniseed, Liquid Indigo, Leather, Tea Oil, Wood Oil, Aniseed Oil, Mouse-deer Skins, and Melon Seeds show yearly expansion—new commodities being represented by Ground-nut Cake, China-root, Fire-crackers, Fungus, Oiled Paper, Dried Lily Flowers, Bamboo Canes, Camphor, and Silk Fishing-lines. Thrown Silk and Arsenic ceased to figure in 1901, the former having reverted to the Likin, with its lower Duty facilities, while the latter has failed to find a profitable market. Of the principal items coming forward under Outward Transit Pass (*vide* Appendix No. 6)—and consequently of Export,—Sugar has latterly met with a temporary check in its field of production, the sorghum crop failing owing to the dry season of 1900. The apparently misleading record of amounts exported during the latter year—Brown, 90,590 piculs; White, 44,406 piculs—were largely made up of previous years stock (Wuchow Trade Report, 1900); and the insignificant export in 1901—863 piculs of Brown, with the total eclipse of White—indicated the true state of the Sugar industry. Leaf Tobacco has been exported in small quantities, but in consequence of prohibitive duties recently levied in Japan, where it found a market, it ceased entirely to figure as an Export in 1901; it

must be noted that the commodity is of a different nature to that cultivated in the Kwangtung province, and is more akin to Foreign leaf. Liquid Indigo now goes chiefly by steamer rather than by junk, to avoid the frequent handling and leakage incidental to the latter mode of carriage. Firewood and Poultry, untrammelled by Duty payment, have been sent forward in ever-increasing quantities, mainly to a profitable market in Hongkong—consequently (and unfortunately for residents) higher local prices have ruled. Scores of Native craft laden with the former cargo—usually in bundles, but also left loose in holds—pass this port daily; and it is, perhaps, the most paying local Native trade. The Wood is cut in winter, but is left on the hillsides to be carried away by the floods of summer, barriers being prepared beforehand to accumulate the floating fragments. Trade in Cattle (the Red Cow and the Water-buffalo) is one which has latterly shown symptoms of growth, there having been a demand both in Hongkong and the Philippines. Most of the animals come from fixed Cattle markets within 180 $\frac{1}{2}$ of this, though it is to be feared that a good many beasts are picked up by energetic Native agents in the way of *res nullius*; but anyway—perhaps—given tranquillity, there should be a future for the business here, if it be taken up systematically and the acres on acres of grazing ground be utilised. Ground-nut Cake goes, mainly by Native craft, for distribution throughout Kwangtung for manuring—the Kwangsi kind being held to be the best in the Empire; the essential Oil is also superior, but barely suffices for local requirements.

The following statement will show the expansion of shipping since the opening of the port:—

	ENTRIES.	Tons.
1897 (seven months)	413	26,094
1898	973	58,728
1899	1,508	93,438
1900	2,155	99,022
1901	2,322	130,831

The greater proportion of the tonnage is attributable to the ordinary liners from Hongkong and Canton, while launches plying "inland," to and from places within short distances, account for most of the entries. The American, British, Chinese, and Portuguese flags have at one time or another been represented—the second and third named without interruption.

(c.) REVENUE.—The Revenue of the port (*infra*) has materially increased during the period. 1897—with seven months collection—accounted for a total of *Hk.Ta* 79,041, or an estimated sum for the year of *Hk.Ta* 135,500 (there was no receipt from Opium that year). The total for 1901 (including Opium) amounted to *Hk.Ta* 348,216, an increase over the estimated total for the opening year of more than *Hk.Ta* 200,000.

The following are some of the chief items forming the Revenue of 1901:—Imports: Cotton Yarn, *Hk.Ta* 74,465; Cotton Piece Goods, *Hk.Ta* 28,000; Native Cloth and Nankeens, *Hk.Ta* 4,806; Salt Fish, *Hk.Ta* 3,868; Bar Iron, *Hk.Ta* 3,764; Prepared Tobacco, *Hk.Ta* 2,329. Exports: Cow and Buffalo Hides, *Hk.Ta* 9,915; Wood Oil, *Hk.Ta* 9,339; Star Aniseed, *Hk.Ta* 5,481; Leather, *Hk.Ta* 3,696; White Raw Silk, *Hk.Ta* 3,330; Liquid Indigo, *Hk.Ta* 2,730; Mouse-deer Skins, *Hk.Ta* 2,572.

The predominant source of Revenue is, of course, Import Duty, and this has practically increased yearly, though in 1900 a temporary check was experienced. Export Duties do not show the record they ought, for reasons elsewhere alluded to. Transit Dues (mainly Inward) have unfailingly advanced. Coast Trade Duty—trifling in any case—has fallen away: 1901 shows a decrease of 42 per cent. when compared with the approximate total (*Hk.Ta* 3,149) of 1897, probably due to preferential terms for Exports being obtained through the Likin. Tonnage Dues—derived principally from steam-launches—have satisfactorily advanced, but yet would scarcely suffice for the erection of many first-order lighthouses in this locality. Opium, which comes forward spasmodically and in small quantities, yields but small receipts.

DUES AND DUTIES COLLECTED, 1897-1901.

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	OPIMUM (Import, Ex- port, and Coast Trade).	TONNAGE.	TRANSIT.	OPIMUM LIKIN.	TOTAL.
1897 *.....	<i>Hk.Ta</i> m.c.c. 46,111.7.0.4	<i>Hk.Ta</i> m.c.c. 12,122.8.1.7	<i>Hk.Ta</i> m.c.c. 1,836.8.9.2	<i>Hk.Ta</i> m.c.c. ...	<i>Hk.Ta</i> m.c.c. 166.5.0.0	<i>Hk.Ta</i> m.c.c. 18,803.3.7.5	<i>Hk.Ta</i> m.c.c. ...	<i>Hk.Ta</i> m.c.c. 79,041.2.8
1898.....	105,338.0.7.8	53,191.6.2.5	3,002.6.6.8	...	454.4.0.0	55,362.3.7.1	...	217,349.1.4
1899.....	152,912.1.7.4	62,704.6.2.1	2,085.9.3.4	72.0.7.6	1,019.7.0.0	75,604.1.9.8	192.2.0.0	294,590.9.0
1900.....	152,827.3.9.8	64,223.5.7.6	1,847.5.1.1	960.0.0.0	1,651.4.0.0	80,870.0.1.3	960.0.0.0	303,339.8.9
1901.....	199,889.4.1.0	51,157.7.6.6	1,822.6.8.5	147.1.3.9	1,757.0.0.0	93,052.3.1.8	389.2.0.1	348,215.5.1

* Seven months.

(d.) OPIUM.—*Foreign Opium*.—The trade in Foreign Opium at Wuchow is so infinitesimal that the Revenue is hardly affected. The Foreign drug cannot here compete with the Native article, and direct importations do not meet with success—only three such, from Hongkong, amounting in all to 4.83 piculs, having entered our statistics since the opening of the port in 1897. Foreign Opium is, however, introduced from Canton, to the extent, it is reported, of 20 to 30 chests a year—some by Native craft and some by passengers under Opium Transit Certificate. Of this, a proportion is consumed locally—amounting, perhaps, to 5 chests,—and the balance passes chiefly to Kweilin, being used by the wealthy and mixed with the Native product. The market value is quoted at some *Hk.Ta* 570 per picul.

Of *Native Opium*, there are four kinds passing here, viz., Szechwan, Yunnan, Kweichow, and that of the home province. Szechwan is said to produce 5,000 to 5,500 piculs of drug a year, of which 2,000 piculs arrive at Wuchow for transshipment down river. Export Duty in Szechwan is charged at the rate of *Hk.Ta* 0.3.9.2 per catty, and Likin at *Hk.Ta* 0.0.6.4 similarly; passing through Kweichow an Import Likin is levied of *Hk.Ta* 0.0.6.8 per catty; and on arrival in this province, an Import Likin of *Hk.Ta* 0.0.5.6 per catty. Szechwan variety higher grade sells for *Local Ta* 20.80 per 100 taels; and lower, for *Local Ta* 20.50 similarly—this latter being usually in the form of large slabs or cakes (餅), and, as in the case of all Native Opium, with a view to coolie portorage, is put up in chests weighing some 600 *liang* (say, 37.50 catties).

PO-SÉ TO YUNNAN LAND ROUTE.

Distances are given in Li.

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Yunnan is estimated to produce annually about 5,000 piculs of drug, of which some 2,000 piculs enter Kwangsi—partly for local consumption, but principally for transshipment by Native craft. Export Likin is charged at the rate of *Hk.Tā* 0.19.2 per catty, and on entry into this province an Import Likin of *Hk.Tā* 0.05.6 per catty is levied; if the drug enters Kweichow *en route*, a Likin of *Hk.Tā* 0.06.8 per catty is also charged. The various kinds locally denominated are: (1°) *Ma-shih-tu* (馬矢土) (矢 euphemistically for 屎), "horse-dung drug," from its resemblance to the colour of that product—the local price of this is *Local Tā* 27 per 100 taels; (2°) *Ma-kuai-tu* (馬塊土), in small blocks—priced at *Local Tā* 25.80 per 100 taels; (3°) *K'uai-tzu-tu* (快子土), "chopstick drug," from its resemblance to the implement (and much like lignorice sticks as sold in sweetmeat shops in England)—priced at *Local Tā* 25 per 100 taels; (4°) *Tuan-tzu-tu* (團子土), in small balls—selling for *Local Tā* 24.80 per 100 taels.

Kweichow produces, according to local merchants, about 2,000 piculs of Opium a year, of which some 1,400 piculs are brought down for sale to the merchants in Kwangtung. The Likin in Kweichow amounts to *Hk.Tā* 0.1.2.8 per catty, and on arrival in this province a fee of *Hk.Tā* 0.05.6 per catty is charged. Kweichow first quality sells locally for *Tā* 21 per 100 taels; second, for *Tā* 20.70; third, for *Tā* 20.50.

In this province Opium is produced in the Ssü-ch'êng (泗城) prefecture, and at Ping-ma (平馬), in the Ên-lung (恩隆) district, to the extent of about 80 piculs a year from each centre. The poppy is also said to be grown within the Ch'ing-yüan (慶遠) prefecture, adjacent Kweichow, and the Chên-an (鎮安) prefecture, adjacent Yunnan—giving a few piculs only, of fine quality, consumed in the producing districts. The Ping-ma Opium compares very favourably with the Foreign drug in quality, and is sold at *P'ai-p'ing Tā* 32 per 100 taels (*Hk.Tā* 4.50 per catty); it is all consumed locally. The Ssü-ch'êng kind, on the other hand, is of poor quality, and sells at about *P'ai-p'ing Tā* 22 per 100 taels; like the Ping-ma drug, none leaves the province. Entry Duty into Kwangtung, at Dosing—Fu Jung barrier (芙蓉關)—is reported to be *K'u-p'ing Tā* 11.20 per chest of 1,000 taels, or *Hk.Tā* 15.86 per picul, to which should be added that Opium leaving Wuchow is liable to a Duty of *K'u-p'ing Tā* 2.65 per picul to the prefectural Customs. The Native Opium revenue (Likin and Duty) for Kwangsi is, however, farmed out for some *Tā* 36,000 a year—the head-quarters of the farmer being at Po-sê, and agents being established at most of the Likin stations, with an inspectorate in Kweilin.

The chief routes by which Native Opium travels here are:—

- 1°. From Yunnan *via* Pongai (剥隘); from Kweichow *via* Ssü-ch'êng (泗城) to Po-sê, and thence down the West River—the direct route when the frontier is quiet.
- 2°. By boat from Ch'ang-an (長安) or Huai-yüan (懷遠), past Liuchow, and into the West River at Hsunchow (潯州). Ch'ang-an is reached from Yunnan through Kweichow by overland routes, chiefly *via* Ku-i (古宜) and Ku-chow (古州), on the frontier. Liuchow (柳州) is also reached by a trade route from Kweichow *via* Tu-yün (都勻), Lipo (荔浦), Ssü-ên (思恩), and Ch'ing-yüan (慶遠).
- 3°. By boat from Kweilin (桂林). Kweilin is reached by overland routes, chiefly *via* Ku-i (古宜) and Ch'ang-an (長安).

PO-SÉ TO I-LIANG-CHOU LAND ROUTE.

Distances are given in li.

Po Sé (百色) to	Distance	Po Sé (百色) to	Distance
80 Na Lang Tsun (榮龍村)	130	80 Na Lang Tsun (榮龍村)	130
70 Wang Lan Chai (王蘭寨)	130	70 Wang Lan Chai (王蘭寨)	130
60 Hsien Li Chieh (顯里街)	130	60 Hsien Li Chieh (顯里街)	130
70 Lu Ch'eng (露城)	130	70 Lu Ch'eng (露城)	130
60 Pan T'ao Chieh (盤桃街)	130	60 Pan T'ao Chieh (盤桃街)	130
70 Chiu Chou (鉅州)	130	70 Chiu Chou (鉅州)	130
80 Pan Kung Chieh (盤龍街)	130	80 Pan Kung Chieh (盤龍街)	130
80 Po Chiao Chieh (坡橋街)	130	80 Po Chiao Chieh (坡橋街)	130
70 Hsing I Fu (興益府)	130	70 Hsing I Fu (興益府)	130
80 Ta Shui Ching (大水井)	130	80 Ta Shui Ching (大水井)	130
70 Ching Ch'eng (新成)	130	70 Ching Ch'eng (新成)	130
50 Lao Chiang (老井)	130	50 Lao Chiang (老井)	130
40 Shui Hu Chai (水湖寨)	130	40 Shui Hu Chai (水湖寨)	130
50 An Chou (安州)	130	50 An Chou (安州)	130
40 Hsing Shui Chai (興水寨)	130	40 Hsing Shui Chai (興水寨)	130
30 Lung Ching K'au (龍井溝)	130	30 Lung Ching K'au (龍井溝)	130
80 Tang Tang Ch'eng (唐唐城)	130	80 Tang Tang Ch'eng (唐唐城)	130
60 Chin Tou Pu (金斗埔)	130	60 Chin Tou Pu (金斗埔)	130
70 T'ien Sheng Chiao (天生橋)	130	70 T'ien Sheng Chiao (天生橋)	130
60 Tu Chieh (土街)	130	60 Tu Chieh (土街)	130
60 I Liang Chou (宜良州)	130	60 I Liang Chou (宜良州)	130

4°. Kaochow (高州), Lienchow (廉州), Kinngchow (瓊州), and other centres in South-western Kwangtung are reached by overland routes leaving the West River at various points. Downward-bound junks, rafts, and guard-boats all take an informal share in the traffic; much is smuggled in various ways—and not a few harmless-looking pumeloes (to take hut one instance) would scarcely admit of inspection at dessert.

During the last two years the districts around Po-sé and Nanning have been so infested by handitti and dishanded soldiery that the drug has chiefly come by mountain routes across the province to Kweilin, and thence to Wuchow by the Fu River. I append an itinerary showing places and distances on such a route from Yunnan-fu:—

To Pan-ch'iao (板橋)	45 li.	To An-p'ing (安平)	87 li.
" Yang-lin (楊林)	65 "	" Ch'ing-chên (清鎮)	83 "
" I-lung (亦龍)	80 "	" Kweiyang (貴陽)	85 "
" Ma-lung (馬龍)	90 "	" Lung-li (龍里)	95 "
" Chan-i-chou (沾益州)	80 "	" Kuei-ting (貴定)	85 "
" Po-shui (白水)	60 "	" Ku-tung (谷洞)	85 "
" P'ing-i (平彝)	60 "	" Tu-yün-fu (都勻府)	80 "
" I-tzü-k'ung (亦資孔)	70 "	" Mao-ts'ao-p'ing (毛草平)	45 "
" Liang-t'ou-ho (兩頭河)	85 "	" Pa-chai (八寨)	85 "
" Yang-sung (陽松)	70 "	" Sau-chiao (三脚)	70 "
" Kuan-tzu-yao (貫子壩)	80 "	" Ku-chou (古州)	By boat.
" Hua-kung (花貢)	80 "	" Ku-i (古宜)	"
" Mao-k'ou-ho (毛口河)	85 "	" Lê-huang (勒黃)	"
" Lang-tai (郎代)	80 "	" Po-shui (白水)	75 li.
" P'o-kung (坡貢)	80 "	" Wan-t'ien (灣田)	75 "
" Chên-ning (鎮寧)	75 "	" Lung-mên-t'ang (龍門塘)	70 "
" An-shun (安順)	80 "	" Kweilin (桂林)	60 "

(e.) MONEY MARKET, ETC.—The following table shows the exchange of the Haikwan tael and Mexican dollar into copper cash, at Wuchow, for the past five years:—

	1897.	1898.	1899.	1900.	1901.
Haikwan tael.....	Large Cash.	Large Cash.	Large Cash.	Large Cash.	Large Cash.
Mexican dollar.....	1,469	1,412	1,412	1,412	1,356
	936	900	900	900	864

The value of the local tael is—

	Hk.Tam.c.c.
At Kweilin	1.0.1.7
" Nanning	0.9.9.2
" Fatsan	0.9.9.2

The result of inquiry and practical experience shows that, in the case of most things, far less is received for a dollar than 10 years since. This is, of course, clear as regards certain Foreign goods, and, naturally enough, the price of articles of purely Native origin is affected. A farmer may grow taro, or anything else purely Chinese, yet he invests—and increasingly so—a considerable portion of his income in articles either wholly or partly Foreign or manufactured with Foreign appliances. His living expenses will be thereby increased, even though the Foreign goods he uses be comparatively cheap; and this will tend to raise the price of his own produce. A stroll through the main street here will show how much the Native has, of late, become accustomed to Foreign products—a natural result of the creation of the Treaty port. There is, probably, scarcely a family which does not use some Foreign imported article—if not a supply of piece goods, at least enough kerosene oil to keep the house lit up, or one or other of the innumerable little articles made in Europe to please the Native taste. Thus, the cost of living is made dearer to the Native generally, and according as the use of Foreign goods gains a hold, so is the depression of the silver market felt in the case of what have now become necessities. By Foreign, of course, I mean European or American; Japan, in due season, will supply these markets more and more, and cheaper and cheaper, until such time as China supplies herself.

The following table of average prices will give an idea how the cost of foodstuffs and oil has increased since the opening of the port:—

	1897.	1901.
Rice..... Per picul	\$3	\$4 to \$4.17
Fowls..... Per catty	11 to 13 cents	22 to 28 cents
Ducks..... "	6 " 7 "	14 " 17 "
Pork..... "	12 " 14 "	18 " 20 "
Fish..... "	4 cents	6 " 8 "
Eggs..... Each	6 cash	11 " 12 cash
Vegetables..... Per catty	5 to 6 cash	12 " 14 "
Oil, ground-nut..... "	10 cents	16 " 20 cents

I further append here a brief comparative list showing present spring prices of certain articles of food in various centres:—

	WUCHOW.	KWEILIN.	NANKING.
Rice..... Per picul	\$4 to \$4.17	\$3.20 to \$3.30	\$3.30 to \$3.50
Fowls..... Per catty	22 to 28 cents	15 to 20 cents	15 to 20 cents
Ducks..... "	14 " 17 "	12 cents	10 cents
Pork..... "	18 " 20 "	18 "	15 "
Fish..... "	6 " 8 "	15 "	14 "
Eggs..... Each	11 " 12 cash	8 cash	8 cash

(f.) PORT VALUES OF TRADE.—The value of goods imported preponderates over that of goods exported to a remarkable degree (*infra*); but as concerns the latter, our statistics, of

pulsation passes from the centre through the main artery, known locally as the Kou-fong Kai (九坊街), or Nine Sections Street; the residential quarter of Wuchow lies within the city, and adjacent to the South, East, and West Gates. The thoroughfare just mentioned is, perhaps, half a mile in length, and in average width 8 to 10 feet. Each *fong* (坊), or section, consists of 20 to 30 shops—convenience for police surveillance, together with certain religious considerations, leading to the division; so the police patrol but one or two *fong*, and each *fong* contributes a certain measure of alms. An informal census of the shops and institutions contained in this street works out as follows:—

Temples.....	2	Restaurants.....	2
Charitable institutions (for giving comforts and medical aid to the living and confining the dead).....	1	Indigo merchants.....	8
Banks.....	12	Customs and Likin application brokers.....	10
Brokers and general commission agents.....	6	Butchers.....	5
Foreign sundries and piece goods dealers.....	7	Foreign, Canton, Peking, and Soochow ware dealers.....	10
Silk piece goods dealers.....	6	China and glass dealers.....	5
Bambooware dealers.....	8	Jewellers.....	3
Clothes dealers.....	24	Tin and pewter workers.....	1
Crockeryware dealers.....	3	Shoemakers.....	1
Medicine shops.....	6	Scales, weight, and instrument dealers.....	2
Stationers and booksellers.....	6	Pickled vegetable, etc., dealers.....	1
Dry goods dealers.....	6	Curiosity dealers.....	4
Iron and copper smiths.....	4	Hair-dressers.....	2
Working tailors.....	2	Caneware dealers.....	2
Umbrella makers.....	1	Engravers and die-sinkers.....	2
Postal agencies (Native).....	3	Leather drum makers.....	1
Joss-stick dealers.....	2	Watch and clock makers.....	3
Tobacconists (Native product).....	6	Leatherware knickknack dealers.....	1
Native opium dealers.....	10	Dyers and cleaners.....	3
		Empty shops (or with shutters up).....	4

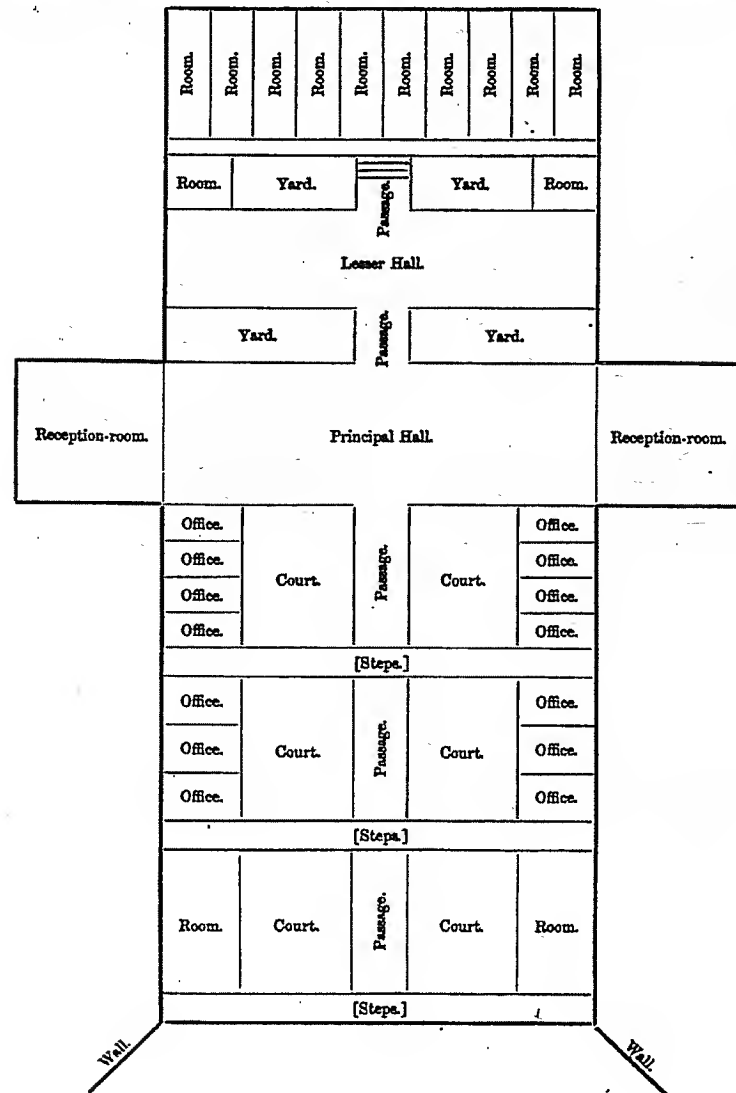
In addition to the various characteristic items of the local economy to be found in the chief street, mention must be made of the numerous stalls and hawkers to be found scattered throughout the town. A rough classification and enumeration of those in the Kou-fong Kai works out as follows:—

Money-changers.....	30	Greengrocers.....	30
Ground-nut sellers.....	20	Piece goods sellers.....	5
Knickknack ".....	6	Charcoal sellers.....	30
Pickled fruiterers.....	30	Scissor-grinders.....	10
Fresh ".....	30	Hay and fuel sellers.....	30
Animal fanciers (birds, dogs, snakes, and cats).....	10	Kerosene oil ".....	30
Woollen yarn and knickknack sellers.....	10		

A class who may also be seen in considerable numbers are the fortune-tellers (算命先生); those of lower grade charge but 12 to 100 cash per fortune, whereas a skilful worker requires anything to even \$30.

Besides the principal street, there are lesser channels, such as the Hui-kwan Kai (會館街), Guild Street; Sze-fong Kai (四坊街), Four Sections Street; Ma-wang Kai (馬王街), from the temple therein to him who was the first Chinese horse-master; and Tung-mun Kai (東門街), East Gate Street. In these are to be found the more expensive houses and shops—rent, \$15 to \$30 a month; price, \$3,000 to \$4,000.

The chief office is that of the Intendant of Circuit (Superintendent of Customs), who, however, resides at Kweilin; this is an extremely capacious building of distinction, erected but five years ago. I append a rough diagram showing the arrangement of the apartments:—



There is likewise the prefecture (府署), also a finely graduated series of buildings and entrance-ways, and built so far back as the reign of HUNG WU, of the Mings (circa A.D. 1368); the magistracy (縣署), a lesser but well-proportioned structure, dating also to HUNG WU; and the literary chancellery established within the North Gate, dating to the 46th year of the reign of K'ANG HSI (A.D. 1708).

As a place of commercial passage, the hotels and inns are, naturally, somewhat numerous. The best are to be found near the South Gate. The structures are either on shore or afloat, the brisker business being done by the latter class. In those situated in the Fu River the number of rooms (or, rather, closets) varies from 33 to 36, and the charge per day is 25 dollar cents for lodging and ordinary board. Adjacent to these are to be found "flower-boats" (花艇), of three classes—large, medium, and small. The hire for the first named is \$3; for the second, \$1.50; for the third, \$1: the charge including tea and tobacco. \$1.25 is charged for a musical accompaniment, and a more elaborate banquet costs in proportion; a songstress will perform for an additional dollar. These boats are under the close supervision of the Erh-fu (二府) (Deputy Prefect) and Ching-ting (經廳) (Deputy Magistrate). A higher class of inn will be found within the South Gate; these, such as the Hung On (鴻安) and the Lin Sing (連盛), have 12 or 13 apartments, and the charge is 13 dollar cents per day for rice and lodging. At the Western Gate are a poorer class—the Fuk Ki (福記), Hing Li (興利), and others,—containing, perhaps, seven apartments, and charging 30 cash per day exclusive of board. In these will be met persons of lesser degree; and so with those in the somewhat dirty Bamboo Chair Street (竹椅街).

I append here a comparative list showing the number of businesses in 1897 and in 1901:—

BUSINESS.	NUMBER OF FIRMS.		BUSINESS.	NUMBER OF FIRMS.	
	1897.	1901.		1897.	1901.
River steamer agents.....	...	1	Boot and shoe makers.....	27	31
Foreign shipping agents.....	...	5	China ware dealers.....	3	3
Native ".....	...	5	Ink and pen shops.....	3	3
Rice merchants (Cantonese).....	7	7	Oil (wood oil, etc.) merchants.....	5	6
Customs Bank.....	...	1	Tailors.....	19	27
Shansi banks.....	4	4	Timber merchants.....	14	14
Banks in general business.....	3	3	Gold and silver smiths.....	12	12
Pawn shops.....	6	8	Postal agencies (Native).....	2	8
Retail trade and cash shops (coins taking place of broken money, number of cash shops has been reduced)	52	30	Dyers and cleaners.....	2	4
Opium dealers.....	5	5	Sundries stores (dried fruits, etc., etc.)	...	4
Opium-smoking resorts.....	45	50	Cassia merchants.....	3	11
Silk merchants.....	17	19	Coal (Native) merchants.....	...	3
Medicine dealers.....	22	29	General brokers.....	24	24
Canton and Foreign sundries dealers..	13	16	Salt firms.....	1	1
Indigo dealers.....	7	8	retail shops and general dealers	85	94
Booksellers and stationers.....	13	13	Foreign medicine dealers.....	1	3
Tobaccoists and tea dealers.....	16	16	Wooden tub (for wood oil) makers...	3	8
Fan-makers.....	3	2	Leatherware dealers.....	12	10
Piece goods and yarn dealers.....	8	10	Old clothes shops.....	39	43
			Curiosity dealers.....	3	4

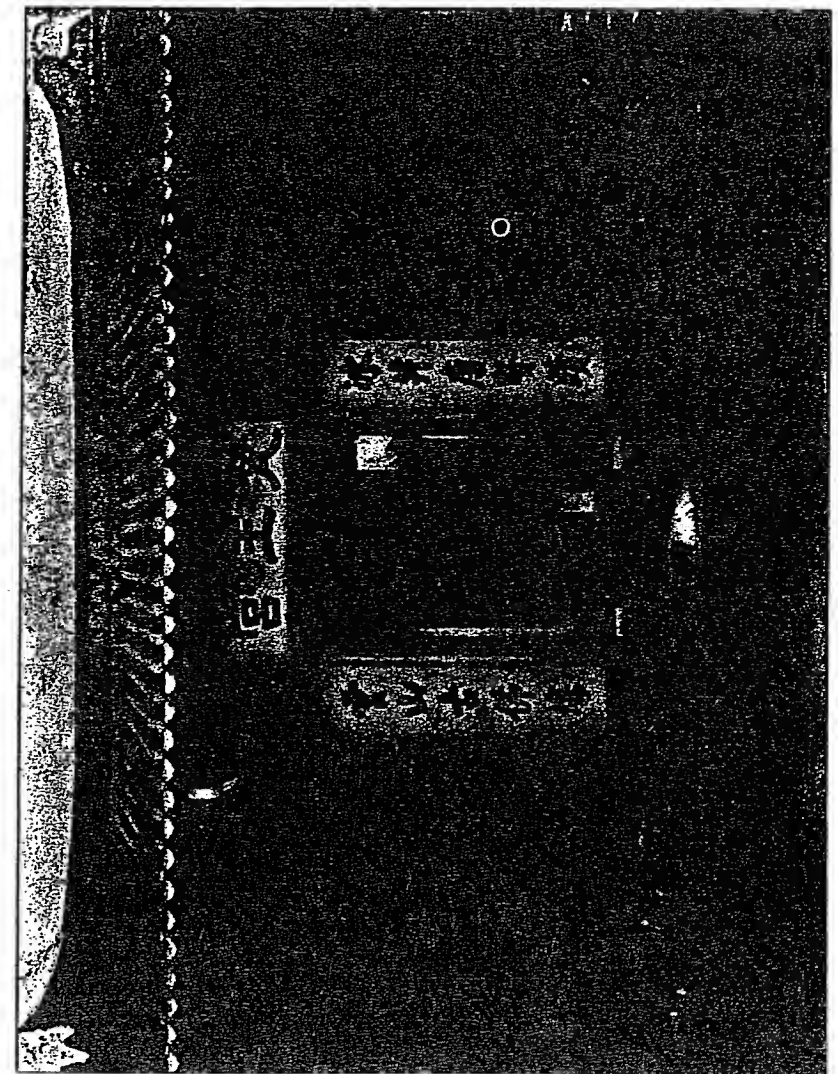
It will be noticed that general dealers, retail dealers, hoot and shoe makers, medicine shops, salt shops, and tailors are, naturally, much in evidence; and that opium-smoking resorts stand numerically second on the list, and have increased on their previously considerable figures.

There are a large number of temples, both in the city and in its immediate vicinity, together with numerous pagodas—such as that situated upon the height known as the Huo-shan (火山), "Volcano Hill," immediately fronting the town. This edifice, known as the Wan-sing (文星) pagoda, dates to the spring season of the 3rd year of TAO KUANG (A.D. 1823), is held of special account by the scholars of Wuchow, and at examination periods is illuminated. To its west is a broken pagoda of great antiquity, but not considered as being fortunately placed. This hill, I may add, is known as Volcano Hill from its activity some centuries back; the particulars hereon are explicit as to details, stating that the eruptions regularly happened upon the 1st, 11th, 13th, 15th, and 25th days of the moon, and that the lava spread out a distance of more than 10 *chang*.* Of the temples, the most noteworthy are the Ta-hsiung-ssü (大雄寺), of the Tang dynasty (circa A.D. 620); the Yü-ti-miao (虞帝廟), of the Sung dynasty (circa A.D. 960); the Pao-t'a-ssü (寶塔寺); the Yü-wang-miao (虞王廟), of the reign of K'ANG HSI (康熙) (circa A.D. 1662), of the present dynasty; the Chin-lien-an (金蓮菴), of the Ming dynasty (circa A.D. 1368); the Yang-chêng-an (養正菴), of the Ming dynasty; the Ping-ching-ssü (冰井寺) (*infra*); the Chun-t'i-ko (準提閣) (*infra*); the Tung-yo-miao (東嶽廟), of the reign of CH'ENG TÊ (正德), of the Ming dynasty; the Ch'êng-huang-miao (城隍廟), of the Tang dynasty; the Kuan-yin-miao (觀音廟), of the Yüan dynasty (circa A.D. 1280); the San-chieh-miao (三界廟), of the Ming dynasty; the Wu-bsien-miao (五顯廟) (*infra*); the Tan-kung-miao (譚公廟); the Wên-miao (文廟); and the Wên-chang-miao (文昌廟). Of the above, the Ping-ching-ssü, the Ta-hsiung-ssü, the Chun-t'i-ko, and the Pao-t'a-ssü are Buddhist; the Wên-miao is Confucian; and the remainders, the homes of certain recognised or locally-efficacious divinities. There are, I believe, no Taoist temples.

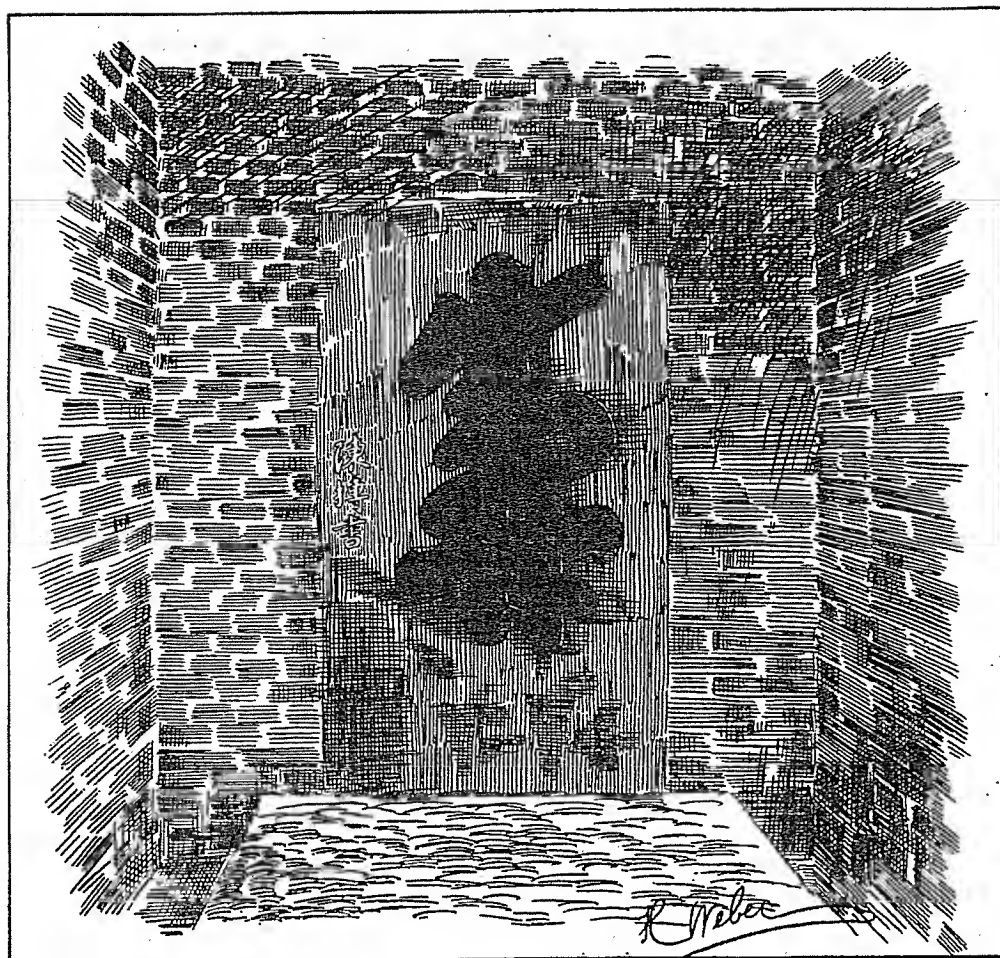
The Ping-ching-ssü (冰井寺) and the Chun-t'i-ko (準提閣) are of special interest. The former, or "Monastery of the Ice-cold Well," dates to the T'angs (circa A.D. 600), and was rebuilt or effectively repaired at various times during the early years of the Sungs and in the 7th year of CH'ENG HUA (成化) (circa A.D. 1465). It is so named from a spring hard by. To this spring, which lies without the actual precincts of the temple and upon a path leading upwards to the Peak, is attached the legend that formerly there were twin springs—the one with a brackish and warm water, and drying up in the autumn and winter seasons; the other, a sweet, pure, and constant stream. YÜAN TAO-CHOU (元道州), a scholar of the Tang dynasty—marking the contrast,—considered what more apposite than to style the clear well "Ping-ching," in distinction to the well-known Volcano Hill (火山) already mentioned.† The local records do not go back further than the Tang dynasty, but a curious fact (*vide also ante*) stated therein is that, previous to that dynasty, the hill aforesaid produced fire (*i.e.*, was active) and that the

* Local records speak of a sword buried during the reign of a Prince of the Hans (or, alternatively, a pearl) as causing the blaze. My information is so far explicit that the time of the occurrence is stated to be the days named, at 7 in the evening, but I cannot ascertain the century!

† The water does not, however, medically speaking, commend itself. "The bacteria . . . may be expected to be numerous; plate cultivations would also probably reveal virulent forms of pathogenic organisms" (Dr. R. J. J. MACDONALD, in Customs "Medical Reports").



VIEW OF EXTERIOR OF PING-CHING TEMPLE.



well just referred to was ice-cold, and that after that dynasty, the contrary; this, no doubt, points to volcanic action in this area—say, *circa* A.D. 600. The Ping-ching-ssü (*vide* plan) is a picturesquely-situated edifice, not far from the East Gate, and at the foot of a cluster of eminences which culminate in the Wuchow Peak. It is of considerable size, and with pleasant gardens, in which specimens of Chinese gardening art may be seen displayed—fine dahlias, camellias, dwarf trees varying in age from 50 to 250 years, etc., etc. A characteristic feature is the fronting wall with the circular geomantic hole. Upon the left and right hand of the inner gateway will be found the following interesting inscriptions (*vide* view): 冰井唐賢蹟; 雲山古佛塔. The worthy herein referred to is commonly said to be LI TAI-PO (李太白); and the lines, with sense expanded, might thus run* :—

High oft mates low, proud peak a pool may face,
And peak to waters lend an added grace:
Hard by the icy spring, these courts among,
There dwelt a worthy of the ancient T'ang.
Yon cloudy mountain rears its lofty crest—
A restful haven for a restful jest;
And e'en the King's Adviser here hath sung
His verse, 'mid wine and worse, when we were young.

Within will be found the usual shady courts and chapels—an agreeable rest on a hot summer's day. There are two moderately old bells and gongs to be seen. Of the bells, one was made by a Fatshan shop of the style of Wan Shêng (萬生), in the 44th year of the Emperor K'ANG HSI (A.D. 1706); the other dates to the reign of CH'EN LUNG (A.D. 1736-96). Much more ancient were the two drums, but, locally repaired five years ago, it is impossible to give their age. As the visitor ascends the flight of steps leading to the principal shrine, he will observe the character 壽 (*vide* view), written in the running hand—report goes by one CH'EN T'UAN (陳搏), of the T'angs, a gentleman taught by a Buddhist priest, and who, having a fine calligraphy, exhibited it in this way, and straightway vanished into thin air; his shade is to this day known as 陳搏老祖†. The Commissioner of Customs found temporary accommodation in this temple for the first year or so after the opening of the port, and it is at present still made use of as quarters.

Adjacent to the Ice-cold Well is a supplementary and minor temple—the Lung-wang-miao (龍王廟). This owes its foundation, in the 9th year of the Emperor CHIA CH'ING (嘉慶) (A.D. 1805), to a rich man from the Yen-shan (鹽山) district, in Chihli. The priests of the Kuan-yin-t'ang (觀音堂)—a few rods away—look after it. In some connexion with the Lung-

* Li, the sage, poet, first Minister, and the first of interpreters, was fond of seclusion, not always with his books—*dulce est desipere in loco*.

† CH'EN T'UAN is referred to both in the "Mirror of History" and in the "Twenty-four Histories." He inclined to be a hermit, and asked to take office by the first Emperor of the Sung, T'ai Tsu (太祖) (*circa* A.D. 960), declined, preferring to study nature and meditate. He lived to a great age, and, by consequence, delighted—and excelled—in writing the character for longevity. The phrase goes that P'iao Tsu (彭祖), another recluse, lived 800 years, and yet scarce equalled CH'EN T'UAN's one night's rest!—the force of which may be gathered in the further saying that just as SU TUNG-P'AO (蘇東坡) (the poet) stands first for ability, KUO TSÜ-I (郭子儀) (the famous Minister) for good luck, and WÊN WANG (the Emperor) for progeny, so does P'iao Tsu for old age.

wang-miao is the shrine and rest-house on the Peak, 1,000 feet above; this is styled the Ch'ih-shu-t'ing (勒書亭), and—as also the lengthy path from foot to top—is, at the moment, under the pecuniary care of a local family named Li (李), whose senior was buried here a year or so ago.

The Chun-ti-ko (準提閣), situated near the East Gate, is a Buddhist temple, under the care of one priest and three disciples. It was founded in the reign of CH'UNG CH'EN (崇禎) (circa A.D. 1628), of the Ming dynasty, and its funds, which are derived from arable land and house property, amount, it is said, to \$1,000 per annum. It was in this temple that, at the opening of the port, the British Consul found quarters.

An interesting and striking temple is that, in the Kou-fong Kai, known as the Wu-hsien-miao (五顯廟), so styled from the guardian deity—the 五顯華光. This is not of old foundation, dating also only to the Mings. The original structure was burnt down 16 years ago and all records were destroyed. The new building—approached by a fine flight of steps—is solid and handsome, and, I am informed, cost Ta 12,000, subscribed by the shopkeepers of the thoroughfare in which it stands.

That picturesquely-situated hillside edifice known as the T'an-kung-miao (潭公廟) dates, as an institution, to modern times—perhaps to the beginning of the 19th century; and to it is attached the legend that a tourist named T'AN (譚), from Huichow (惠州), in Kwangtung, carrying a sacrificial taper, landed at this point, but was at once transformed into ether, becoming undoubtedly a spirit, and conferring such special lustre and natural efficacy on this spot by his departure as to need an earthly memorial. This establishment is under the care of an employé designated by Huichow firewood sellers at Wuchow, who possess a peculiar interest in this temple, by reason of the strange chance which happened to the man from Hui; and, I may add, Huichow boats, in passing, invariably salute this edifice. Subscriptions amount to, perhaps, \$400 per annum. It is upon the hill on which this temple stands that the Imperial Customs have acquired a residential site.

The labours of the priests and acolytes in these temples cannot be considered exacting, though the hours are, perhaps, somewhat lengthy. On an ordinary occasion, at 5 in the morning prayers for the day are offered; at 9 o'clock is breakfast; at 1 o'clock in the afternoon a service is held; at 4 o'clock is the late meal; at 6 o'clock a further service is held; and lights are out (or supposed to be) at 9. The following are the principal special feast days observed at Wuchow:—

TEMPLE.	DATE OF FEAST.
T'an-kung	8th day, 4th moon.
Kuan-yin	19th day, 6th moon; and 19th day, 9th moon.
Kuan-ti	24th day, 6th moon.
Wa-kuang	" 8th "
Tung-yo	During the 10th moon, after invocation by "dressing up."
Ch'êug-huang	" 11th " " " "

Among the tens of thousands of old graves in the vicinity, I can find none of great antiquity; the oldest dates but to HUNG CHIH (弘治) (circa A.D. 1490), of the Ming dynasty. There is nothing special to remark on inscriptions. Legend has it that the deified SHUN (舜) (B.C. 2255) died in Ts'ang-wu, while on a progress, and his grave is located—somewhere on the Peak.

Among the curiosities of Wuchow may be mentioned four iron pillars, alongside the bank on either side of the Fu River. These, which have excited the speculation of various observers, were, in fact, erected in the viceroyalty of HAN YUNG (韓雍), during the 7th year of the reign of CH'ENG HUA (成化) (A.D. 1465), of the Ming dynasty, and supported a floating bridge. Two lengthy iron chains were attached to the pillars, and to these were fastened numerous pontoon-boats—56, it is said, in number. This bridge was destroyed during the time of the Taipings, in 1854, and never replaced. There are similar iron posts to the east of the cemetery—purpose uncertain, but supposed to have suspended an iron chain, 80 years since, for river defence.

The following amusing and spirited account of the state of the city is taken from Dr. R. J. J. MACDONALD's Medical Report for the fourteen months ended 30th September 1898:—

"*State of the Town.*—Execrable! The following comments are offered with an apology for hroaching distasteful subjects.

"*Streets.*—The streets are not wide enough for the traffic. The public comfort and convenience are not sufficiently consulted. When the people are marketing before the two principal meals of the day, pedestrians are obliged to proceed at snail's pace through the streets, and must submit to be jostled by an unwashed crowd whose homes and garments, without doubt, harbour infectious disease. The narrow streets are further encroached on by tradesmen's stalls. No option has the sensitive individual—he must see butcher's meat, blood, and offal, at close quarters, each time he walks the street, for these things are thrust under his very nose. Possibly ladies are secluded because the streets are not fit for them to walk in; or, *vice versa*, possibly the streets are filthy because ladies are secluded. Fish tails are purposely allowed to drip over the edge of the stall, where passengers clothing may be soiled by them. The washings from the stalls drain on to the pavement, and must perforce be stepped in. Flies assiduously make trips between the garbage in the gutter and the food exposed upon the stall. It disgusts one to think that food for the table passes through this filthy market. Pigs are turned into the streets to pick up a living by feeding upon offal. These loathsome scavengers are afterwards sold for food. *Tenia solium*, if not trichiniasis, is said to abound. Occasionally a pig dies in the street, and is allowed to lie there until the air is polluted with the gases of decomposition. Slops are suddenly pitched out of open doorways, and even sometimes from upper windows, upon the passengers in the street. The streets are unevenly paved with large ill-fitting stones. Loose blocks may conceal puddles, and, when stepped on, may squirt liquid filth over the unwary pedestrian's dress. This is not, as might be supposed, a gamin's practical joke: it is simply due to neglect. During heavy rain and in flood time many streets are transformed into open sewers; to save their shoes most people

then go bare-foot. Splinters and potsherds lurking at the bottom of these inky streams—more poisonous than the River Styx—wound and inoculate the wader's feet. Ulceration, septicæmia, glandular enlargements, perforating ulcer, and leprosy—perhaps also malarial plague and other filth diseases—are sometimes acquired in this way.

"Street Drains."—These are rudimentary open drains. They are defective in every respect—neither keeping the pathway dry nor preventing drainage from soaking into the subsoil. There is no uniformity of plan in construction: some are unlined, some lined with broken brick—few having mortar or cement. Most are stopped up by silt; all are broken, dirty, and dangerous. From them may be inferred the condition of the covered drains.

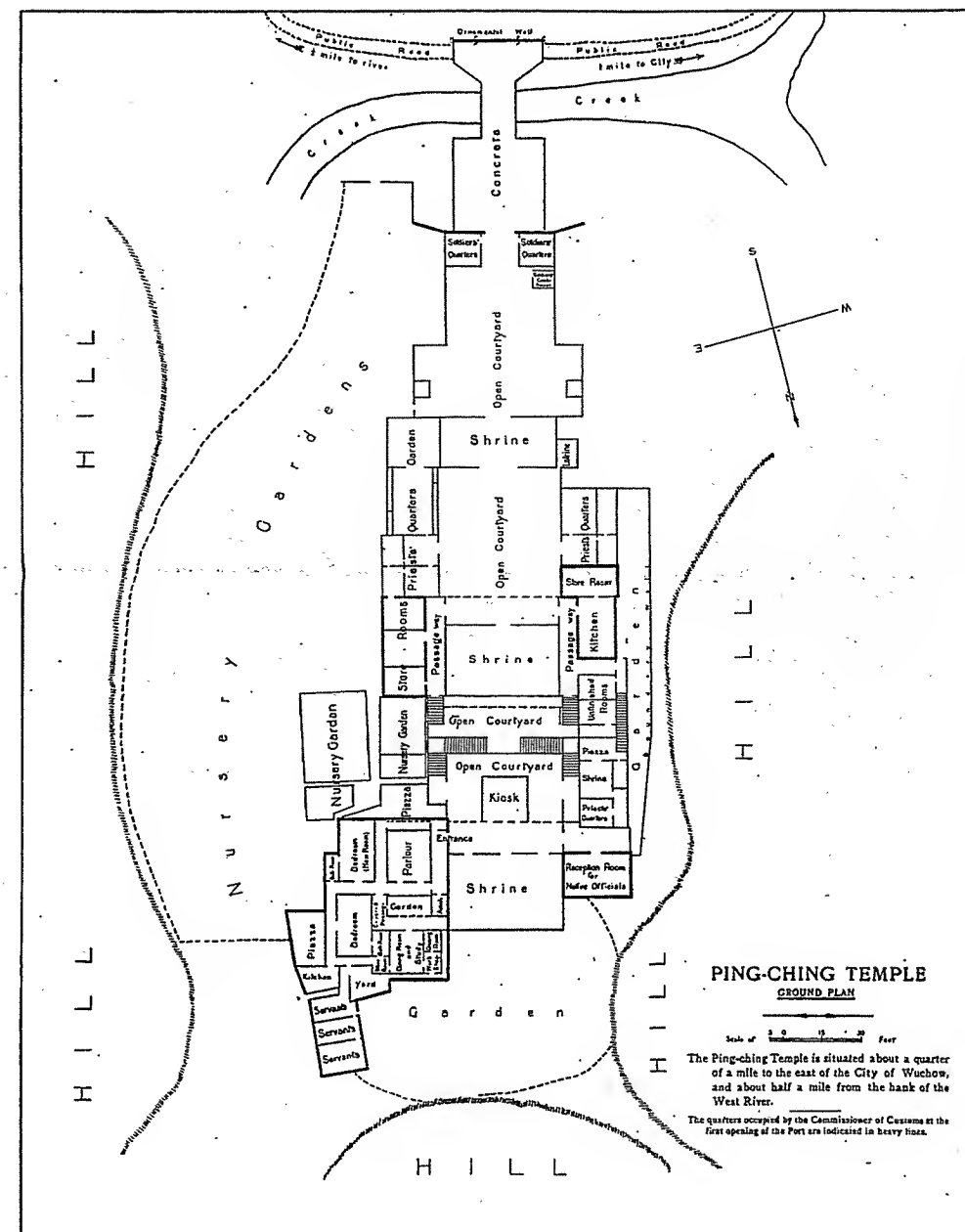
"Public Latrines."—These are an abomination. Decency, cleanliness, and health are all sacrificed by gross carelessness and false economy. The ninth precept of the 'Sacred Edict' is broken and the fifth too strictly observed.* Although the question of public morals is almost outside the scope of a report on the public health, yet the two subjects are not unrelated; and it may be permissible to point out that the government, whose professed duty it is to instruct the people in morality, by neglecting the public latrines, loses an excellent opportunity of simultaneously improving the public health and morals. How can a people's language be expected to be polite who daily frequent such filthy places? How can the girls preserve modesty who are obliged to see into all the ramshackle public latrines? Does any mother who cares for her children enjoy living in proximity to a Wuchow latrine? Would Mencius' mother have lived near such vile places? Simply for lack of thought, and by reason of the dread of spending a few dollars usefully in reconstructing and daily cleaning the public latrines, 40,000 townsfolk are scandalised, demoralised, and diseased.

"The Public Latrines Foci of Disease."—The excreta are allowed to fall into badly-constructed pits, which are neither regularly nor frequently cleaned—or into ponds, to become food for carp and tench which are reared for the table, and the latter habitually eaten raw; or the dejecta fall upon the ground and the pulverised excrementitious matter is wind-borne throughout the town. Food is plentifully besprinkled with it. If Dr. COBBOLD's opinion, that *ascaris lumbricoides* requires no intermediate host, is correct, the state of the public latrines sufficiently accounts for the almost universal presence of *ascarides* in Chinese youth. Typhoid, dysentery, and cholera are also doubtless disseminated from these foci of disease. The hand-carriage system of removal of sewage may be, in theory, suitable for a Native town; as practised here, however, it constitutes a public nuisance, because entirely unregulated.

"Disposal of Rubbish."—Rubbish is dumped on river banks and waste plots; thence it is re-distributed to the town by aerial agency. In flood time some of it is washed into the river. It is another instance of the prevailing neglect.

"Disposal of the Dead."—The dead are buried upon every hill, in such fashion as to spoil every landscape and foul every spring of water in the neighbourhood. In defiance of Chinese law—possibly by order of ignorant officials,—during the recent rebellion the waters of the West River were defiled with 70 floating corpses at Wuchow. It is remarkable that the Chinese

* Fifth—*尚節儉以惜財用*: hold economy in estimation, in order to prevent the lavish waste of money. Ninth—*明禮讓以厚風俗*: illustrate the principles of a polite and yielding carriage, in order to improve manners.



esteem it a breach of decorum to mention 'death,' yet allow it to be signed in every direction, on scarred hillsides and country roadsides, by ugly mounds, exposed urns, unburied and broken coffins, and strewn human bones. Also, that whilst attaching greatest importance to wind and water, *feng-shui* geomancers, by vicious advice, foul both the wind and the water with the corpses of the dead. In spite of the law,* itself not strict enough, which forbids keeping a corpse unburied longer than three months, by geomancers advice the dead are sometimes kept in their coffins amongst the living, in dwelling-houses, for months, or it may be years, beyond the prescribed limit. The whole community suffers through the depraved habits of degraded neighbours who act thus. Whilst I write, a patient of mine is lying ill of fever in a house next door to which is an unburied coffin containing a corpse several months old. China is disgraced before the whole world, owing to the total neglect of sanitation, more especially in the open ports where Foreigners reside and observe. Is it not high time to initiate elementary sanitary reforms in the open ports?

"Houses.—The houses are ill ventilated. An Irishman might safely say of most of them, that the front and back doors are the only windows they possess. They are dark, damp, and dirty. The floor is often formed of beaten earth only. Phthisis appears to be rapidly on the increase in South China. It may be explained by the fact that phthisical patients expectorate upon the floor, and involve the other inmates of such houses as are described above in the same hopeless case.

"Birth and Death Rate.—Unknown! The 'parental' mandarins confess that they take no account of the births and deaths in this town.

"Precaution against Fire.—In addition to the usual pattern of hand fire-engine, and large tubs of water standing in some of the streets, an engine-house has recently been built by the side of the shallow lake opposite the British Consulate. Leaking pipes have been laid in mud throughout the wealthier part of the suburbs. Muddy water can thus be pumped into some streets. The pumping plant, in spite of its faults, demonstrates the existence of a nascent public spirit, initiating public works which, when developed, will renovate the town.

"Town Water.—This prime natural necessary is laboriously and expensively drawn in buckets from fouled wells and the defiled liquid at the river's brink. Much is lost in transport. The streets near the river are always sloppy with spilled water. Shop hands draw for the shops. In 'good' houses the duty of fetching water devolves on slave girls, who may be seen staggering under the heavy burden up 50 feet of slippery river bank. Middle-class houses buy water, according to distance from source, at 3, 4, or 6 cash per load of 60, 75, or 120 catties.

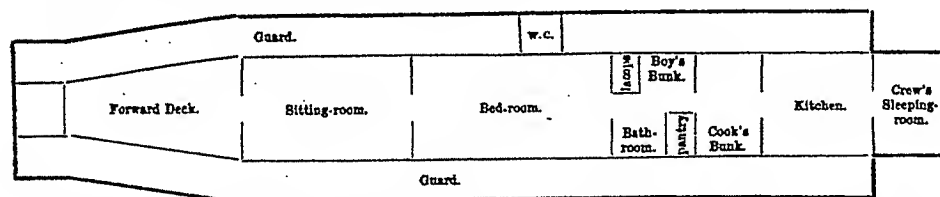
"Cost of the Town Water.—Estimating the population at 40,000, the quantity of water used at 5 gallons per head per diem, and the price of water at 4 cash for 10 gallons, the town

大* 奠 葬 新 清
葬 卷 築 增 律
葬 十 築 統 例
葬 官 六 成
凡 有 葬 三
之 家 必 喪
須 依 禮
定 限 安 葬
葬 於 風 水
及 托 故 水
停 柩 在
家 經 年
葬 者 不
八 十 枝
樂 量 水
中 者 枝
一 百

pays \$29,200 per annum for 200,000 gallons per diem of bad water. Taking Mr. HAWLEY's estimate of the cost of town water at home, viz., £12,000 per annum for 1,000,000 gallons per diem, it appears that, by adopting the European methods of water supply, the town may obtain good water, and more of it, for the same money, viz., 243,333 gallons per diem for \$29,200 per annum.

"*Washing and Bathing.*—Children occasionally bathe in the river. There are no public baths. Is it their fault if the people are dirty—if their queues are full of pediculi and their persons covered with scabies and tinea? Their wretched condition is recognised in the Native proverb, 'Eleven men out of every ten have the itch.'"

The Foreign Settlement is somewhat wide-spread and divided: taking a line from the new American Baptist Mission premises on the east to the Wesleyan Mission on the west—a distance of a mile and a half, with the city and strong-running Fu River intervening. There are but four Foreign houses in occupation. To the east, a fine bungalow belonging to Messrs. JARDINE, MATHESON, & Co. is now occupied by the Commissioner of Customs; while on the extreme west are the Wesleyan Mission premises and hospital. The remaining houses (both to the east) are wooden, one-story structures—one, dignified with the name of the Club, forms an extremely comfortable meeting-place on a limited scale (containing a billiard-room, card-room, and bar), with a visitors book showing not a few distinguished names; it was founded in 1900, by a dozen persons, on the share principle. The British Consular buildings, which are rapidly nearing completion, are situated at the west, in a commanding position, on a hill 200 feet in height rising at the junction of the Fu River with the main stream. On the crest (now made even) is the residence—a spacious bungalow, with lodge, etc.; while half-way up the hill are the offices (and constable's quarters)—a solid, two-storied, red-brick building. The ensemble suggests Dover Castle to the exiled Briton, and the effect is very striking to anyone approaching the port for the first time. This, later on, should be one of the favourite Consulates in China, with (when planted) a park of many acres, including what might in Surrey be termed a lesser mountain. It is, unfortunately, remote from the social and business centre. For the rest, the community are housed in boats, rented for, say, \$35 per mensem. These are, possibly, cooler in the summer than shore residences, nor, on the whole, are they specially unhealthy. The larger apartments measure, on an average, 14 by 10 by 7 feet. Of such a boat, rather more roomy than the ordinary, I append a diagram:—



The price of a boat similar to the above, built locally of pine-wood, would run to \$800. Most of the Foreign businesses are carried on on pontoons—one floor only, and measuring

50 by 40 feet over all,—the chains, hawsers, etc., etc., for which would suffice for an old Indian merchantman.*

Two-thirds of a mile to the east, on the edge of the river's cliffs, is the Foreign cemetery—a steep and attractive piece of ground, leased from the authorities, which forms a conspicuous and picturesque landmark. Two rest there now—a Bishop (*vide (v.)*) and a child. It is supported by local subscriptions and superintended by an honorary committee.

I append a statement contrasting the numbers of the Foreign community at Wuchow in 1897 and at the close of 1901:—

	1897.	1901.
Officials and employés	8	12
Missionaries	14	20
Merchants and employés	3	...

Whether or not the port—as, I suppose, all such ports—is to be described as “dead and alive” is, of course, a matter to be left with the individual. There can be very little of society, in the accepted sense, in a community numbering not much more than two dozen, with scarcely ever more than four ladies—with but one house capable of offering a dance (and the floor of that precarious and uncertain)—with some living on house-boats, some on pontoons, and some in temples—with an assortment of nationalities and grades. But there has never been any lack of good-fellowship, while variety is introduced by the presence, at intervals scarcely exceeding 10 days, of river gun-boats (British, French, and German), not to mention the regular Canton liners, of which at least one lies up from the Saturday to the Monday, apart from their touching here twice during the week. The recreations of the community may be given as shooting (not very good here—no snipe, and but a few pheasant and woodcock); target shooting (there are ranges fixed among the hills of 200 to 800 yards); lawn tennis (played here on a cement court, giving a very good game); incipient yachting; walking (excellent, but must be a mountaineer); picnics (the country is ideal for these); gardening (the soil and climate is of the best—the Wuchow coxcombs are renowned, dahlias do excellently, and the same may be said of vegetables, tomatoes, radishes, endive, lettuce, etc.); photography (there are the requisite qualities of light, landscape, and latitude); meetings at the Club; Club meetings; reading; work.

* “The Chinese city, like all I have ever seen or heard of in Cathay, is an over-crowded, insanitary elum, in which it would be futile for Europeans to attempt to retain health, and utter folly to attempt to rear their families. Wuchow suburbs are all liable to floods, the river having an extreme rise and fall of about 75 feet. In this whole neighbourhood the hills approach so closely to the river that, along its banks, except where the city stands, there is hardly any available building land not liable to floods. Flooded tracts are unsuitable sites for Europeans dwellings. There remain, then, for consideration the hill sites; these may be divided into two classes—those which I choose to style Chinese temple sites and hilltop sites. Temples in this part of the world are frequently (a.) perched on precipitous hillsides, and (b.) closely embowered amidst trees in mountain valleys. When placed on the hillsides, the inner chamber of the temple is, in some instances, partially excavated in the rock, the semi-troglydite Buddhist priest clinging tenaciously to prehistoric habits. Such a site is unsuitable for a residence. In order to avoid the expense of quarrying an extensive site on the precipitous hillside, the premises would probably be constructed on too contracted a scale; ventilation would be restricted whenever the wind happened to be behind the hill; the back rooms would be oppressively hot at night, the heat absorbed by the rock during the day being radiated upon the house by night. . . .”—Dr. R. J. J. MACDONALD, Customs “Medical Reports” for the half-year ended 30th September 1898, p. 18 (Wuchow).

In the most general way, I have dealt with the city of Wuchow and the Foreign locations; it now remains to add a few discursive notes upon the capital of this province and the capital of Kweichow, with some remarks on Nanning.

Kweilin, situated on the western bank of the Knei-chiang (桂江), dates back to SHIH HUANG-TI, of the ancient Ch'in dynasty (*vide* (a.)); it was then a portion of a *chün* (administrative division), of which, perhaps, the present prefectural area defines the limits. In the 1st year of CH'ENG HUA (成化) (A.D. 1465), of the Mings, Kweilin was under the cognizance of the Viceroy resident in Wuchow, and a Governor was only therein established in the 3rd year of K'ANG HSI (康熙) (A.D. 1665). It became a prefecture in the 5th year of HUNG WU (A.D. 1373), of the Mings. It has 11 principal streets and eight gates, and, being the centre of provincial administration, is, in a general way, a more considerable centre than Wuchow. Surrounding it is a wall—dating to CHIH CH'ENG (A.D. 1341), the last Prince of the Yuan dynasty—of considerable height and width, and of such strength (says a Native friend) that the Taipings could make no impression. Anterior to this wall stood a mud embankment dating to the Hans. The general position is one of considerable beauty—the local saying stating that in this respect it stands first (桂林山水甲天下)—while a hill of consequence and sanctity, known as that of the "Elephant's Nose" (象鼻山), will, no doubt, from its resemblance thereto, arrest attention. The population has been incidentally referred to, and consists of, perhaps, 40 per cent. Hunanese, 20 per cent. Cantonese, 10 per cent. from Kiangsi, 10 per cent. from other provinces, and 20 per cent. home provincials. There is a large leisured class, and the trade does not compare with that of Wuchow—a good deal, however, of Native cloth, vermicelli, and wax is imported from the Kiangsi direction, while considerable quantities of water chestnuts and preserved eggs of fine fragrance pass (by Native craft) to Canton and Fatshan. Among industries are tanning, paper production, and umbrella making. The government offices are those of the Governor, the Provincial Treasurer, the Judicial Commissioner, the Intendant of Circuit (the intendency including both Wuchow and Kweilin), the Prefect, the Lin-kuei (臨桂) Magistrate, and the Colonel. The following are the principal guilds:—

Three Kwangtung Guilds (廣東會館).

Kiangsi Guild (江西會館).

Fuhkien Guild (福建會館).

Szechwan Guild (四川會館).

Hunan Guild (湖南會館).

Chahkiang Guild (浙江會館).

Liang Hu Guild (兩湖會館), for natives of Hunan and Hupeh.

Yun-Kwei Guild (雲貴會館), for natives of Yunnan and Kweichow.

Kiangnan Guild (江南會館), for natives of Kiangsu and Anhwei.

Hsin-an Guild (新安會館), for natives of Hsin-an-hsien (新安縣), Kwangtung.

In conclusion must be mentioned the numerous and exceedingly picturesque marble grottoes, the names of the more noteworthy being Huan Chu Tung (環珠洞), Fêng Tung Yen (風動巖), and Ch'i Hsing Yen (七星巖). In the warm summer months these cool retreats are frequently filled with townsmen dining or lunching.

WUCHOW TO KWEILIN WATER ROUTE.

Distances are given in Li.

Wuchow (梧州)	10	Ta Li Kou (大林口)	20	10	Kuan Ts'un (官村)	25	15	5	Ta Ho Wan (大河灣)	30	20	10	5	Hsia Niu Ts'un (牛牛村)	35	30	20	10	5	Hai Po Ts'un (海坡村)	40	30	20	10	5	10	Liang Ts'un (良村)	45	35	25	15	5	10	Tao Shui Ts'un (陶水村)	50	40	30	20	10	5	10	Ku Tao Ts'un (古田村)	55	45	35	25	15	5	10	Kuan Yin Ch'ung (觀音沖)	60	50	40	30	20	10	5	10	Ching Nan Ts'un (寧南村)	65	55	45	35	25	15	5	10	Lan Hsia Ts'un (藍下村)	70	60	50	40	30	20	10	5	10	Shang Lan Ts'un (上藍村)	75	65	55	45	35	25	15	5	10	Lan Ts'un (藍村)	80	70	60	50	40	30	20	10	5	10	Lan Shui Ts'un (藍水村)	85	75	65	55	45	35	25	15	5	10	Sha Ko (沙口)	90	80	70	60	50	40	30	20	10	5	10	Ma Chiang Hsi (馬江溪)	95	85	75	65	55	45	35	25	15	5	10	Lung Men Ts'un (龍門村)	100	90	80	70	60	50	40	30	20	10	5	10	Chien Chiao Ts'un (見交村)	105	95	85	75	65	55	45	35	25	15	5	10	Pai Sha Ts'un (白沙村)	110	100	90	80	70	60	50	40	30	20	10	5	10	Liang Feng Kou (梁風口)	115	105	95	85	75	65	55	45	35	25	15	5	10	Ku Tien Ts'un (古田村)	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Wu Chiang Ts'un (五井村)	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Hsin Ch'ung Ts'un (新冲村)	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Hsia Fa Ts'un (下村)	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Shang Fa Ts'un (上村)	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Tang Tiao (塘橋)	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Chao Ping Hsien (超平縣)	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Chia Lung Ts'un (九龍村)	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Ping Hsia (平下)	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Wei Ching (衛正)	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Shang Kuei Hua (上桂華)	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	P'ang Ch'ung (潘冲)	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Ta Kuang Ts'un (大廣村)	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Huang Niu Ts'un (黃牛村)	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Pei Ching Ts'un (北江村)	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Ta Lung Ts'un (大隆村)	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Ta Chi Ts'un (大基村)	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Ta Wan Ts'un (大灣村)	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Ta Pa Ts'un (大坡村)	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Chang Ts'un (長村)	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Ping Lo Fu (平洛府)	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Kuei Erh Ts'un (桂二村)	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Lu Kung Ts'un (魯公村)	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Yang Shue Hsien (楊雪縣)	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Lu Chen Ts'un (魯陳村)	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Pao Ku Ts'un (包古村)	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Lo Hsien Ts'un (洛縣村)	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Ching Ping Hsien (清平縣)	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Huang Po Ts'un (黃步村)	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Ta Sang Ts'un (大桑村)	265	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Lung Shih Ts'un (龍石村)	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Yang Ts'un (楊村)	275	265	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Hsin Hsi (新溪)	280	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Nan Ts'un (南村)	285	275	265	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Sao Ts'un (三村)	290	280	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Ta Hsi (大溪)	295	285	275	265	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Lung Men Ts'un (龍門村)	300	290	280	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10	Wei Chia Ts'un (衛家村)	305	295	285	275	265	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10	Kweilin (桂林)	310	300	290	280	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10		315	305	295	285	275	265	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10		320	310	300	290	280	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10		325	315	305	295	285	275	265	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10		330	320	310	300	290	280	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10		335	325	315	305	295	285	275	265	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10		340	330	320	310	300	290	280	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10		345	335	325	315	305	295	285	275	265	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10		350	340	330	320	310	300	290	280	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10		355	345	335	325	315	305	295	285	275	265	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10		360	350	340	330	320	310	300	290	280	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10		365	355	345	335	325	315	305	295	285	275	265	255	245	235	225	215	205	195	185	175	165	155	145	135	125	115	105	95	85	75	65	55	45	35	25	15	5	10		370	360	350	340	330	320	310	300	290	280	270	260	250	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	5	10		375	365	355	345	335	325	315	305	295	285	275	265	255	245	235	225	215	205	195	185	175	165</
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Kweiyang dates to the Tang dynasty—a period to which many things are relegated when there is uncertainty. It is situated upon a plain surrounded by hills, is oval in shape—the distance from north to south being, perhaps, two and a half miles, and from east to west rather more than one,—and through it winds the river. The Governor of the province of Kweichow and the leading officials live here; and there are considerable numbers of merchants, mostly from Hunan, Kiangsi, Kwangtung, Yunnan, and Szechwan. There are likewise many Miao-tzu around, and free schools have been opened for their children—with poor success, since the parents do not countenance education. The townspeople themselves are, indeed, clowns, though several Foreign schools have been opened for their edification. The principal trade dealings are with Native opium and timber (most of which pass to the Kwangs and to Hunan); and a good deal is done in cotton yarn, piece goods, sugar, and salt—the first three coming from Hankow, Chungking, and Chi'ng-yüan, and the last from Szechwan. The tourist would here find several places of note. Undoubtedly he would bend his steps to the Ch'ien-ling-shan (黔靈山), where the *feng-shui* is of a singular force; again, he would pass to the Chia Hsiu Lou (甲秀樓), of the Mings, on a peak in the southern suburbs, and a building of great excellence; finally, there is the principal temple in this city—the Hsi-shén-miao (海神廟),—wherein the presiding deity is the god *Nan-chi-yün* (南霽雲), of the Tangs, and the founder of the city.

Nanning, of which a slight historical note and incidental references have been previously offered, was styled Ynng-chou (邕州) between the Tang and Yüan dynasties, in the latter period becoming known as Nan-ning-lu (南寧路). It did not become the seat of a prefecture until Hung Wu, of the Mings (A.D. 1368). It lies within the magistracy of Hsüan-hua (宣化縣)—the second richest in the province,—on a broad plain, and in a wide bend on the northern bank of the Tso-chiang branch of the West River, 319 miles from Wuchow. Through the town passes the rich produce of Yunnan and Kweichow. The site of the city is not unpicturesque, the country round is pleasantly wooded, and there are hills at no great distance—the land, indeed, gradually rises from the west and reaches a fair height, and though part of the western suburb is subject to floods, the city escapes. It is said to number 100,000 persons—but perhaps, in fact, does not contain more than 70,000,—and it ranks commercially in the province second to Wuchow. The inhabitants are chiefly Cantonese; but there are a large number of Kiangsi people, and one jetty is called the 江西碼頭.

As giving the impressions of the traveller, it is not impertinent to quote the remarks of Mr. G. W. SHEPPARD, of Messrs. JARDINE, MATHESON, & Co., on the occasion of a visit to Nanning in 1898:—"The city has rather a prepossessing appearance, and the inclination is rather to over-estimate its importance after the other places passed *en route*. . . . The streets are much cleaner than Wuchow, and purely local industries carried on by the Natives seem to be more flourishing than in that city. The shops and hongs in the business quarters (*i.e.*, where the Cantonese reside) are, however, not to be compared, so far as outside appearance and decorations go, with those of the similar quarter of Wuchow; this part of Wuchow has been compared to a second-rate street of Canton—so this, perhaps, will serve to convey some idea of the intrinsic value of Nanning. A fair quantity of shipping lined the bank."

The town is the seat of an Intendant of Circuit (左江道), a Prefect (南寧府), a Magistrate (宜化縣), and a General commanding the district (左江鎮). There are the following colleges: the Shih Nan Shu-yüan (式南書院), established in the 55th year of the Emperor K'ANG HSI (A.D. 1716); and the Kuang Chao Shu-yüan (廣兆書院) and the Yu Wen Shu-yüan (右文書院), established in the 14th year of the Emperor CH'EN LUNG (A.D. 1749). Of guilds, there are those of Kwangtung, Hsin-hui-hsien (新會縣), Fnhkien, Kiangsi, Chehkiang, Yunnan, and Kweichow. There are nine exchange banks and 19 local banks, but there are no Shansi banks established here. The dollar, of T\$ 0.72, exchanges for 940 large cash; the local tael, for 1,250 large cash. Hongkong cheques are cashed at a cost of 60 cents to \$1.50 per \$100, cheques for large amounts not being easily negotiable, and business generally being largely transacted by hills.

Among local curiosities at Nanning may be mentioned the bronze drums, old and new—the manufacture originating, so runs tradition, with K'UNG MING (孔明), Prime Minister of the State of Shu (蜀), at the epoch of the Three Kingdoms, who first prepared such for his army when operating against the savages to the south. Some of these drums date to the Posterior Han dynasty (A.D. 20-220), and the cost may run to hundreds of dollars. The ordinary size average a diameter of 2 feet.

In conclusion, the chief routes to and from Nanning are: by water—to and from Ynnnan and part of Kweichow, up to the West River *via* Po-sé; by land—*via* Lu-hsü (盧墟), Pin-chou (賓州), and Tu-shan-chou (獨山州), in Kweichow. An alternative route (largely used for opium, yarn, etc., since the chronic unrest in the Nanning-Po-sé region) is along the Kwangsi-Kweichow frontier, and down through Ch'ang-an (長安), near Huai-yüan-hsien and Liuchow, and thence by river to Wuchow direct, or overland to Kweilin and down by the Cassia River. Nanning in 1901 took from Wuchow Hk. T\$ 775,153 worth of Foreign goods (under Transit Pass), chiefly cotton yarn, piece goods, matches, and kerosene oil. The present total value of its trade may be assessed at 6½ million taels.

(h.) WORKS, POLICING, ETC.—No recent changes have been made as regards works in the city, and there is little to say as to paving, lighting, and bunding, or as regards policing—incidentally alluded to under (g). On the water, mention should be made of a harbour guard-boat (巡河船), instituted in 1901, to keep the fairway clear, having a petty officer of some local weight in charge and under the supervision of the Maritime Customs; further, a life-boat (救生船), supported by voluntary subscriptions among officials and merchants. Sampanns were numbered by the Maritime Customs from 1897—the numbering takes place at no fixed time and no charge is made, and does not by any means include all the craft; their census works out at 229 on the 26th March 1902.

At what may be called the Foreign West Settlement graduated approaches scale the hills—a flight of steps from the Fu River to the British Consular offices, and thence a path to the residence, and a cemented track two-thirds of a mile in length belonging to the Christian

and Missionary Alliance Mission. On the lower lying East Settlement nothing has, so far, been done, save the necessary filling in and, to a certain degree, land enclosure. The cemetery has been referred to under (g).

There are one or two local granite bridges of note—their historic interest is great, and the workmanship and material of which they are composed excellent. The original Shao-lung Bridge (銷龍橋) over the Fang-sheng Creek (放生涌), near Messrs. JARDINE, MATHESON, & Co.'s pontoon, was built by the orders of the Viceroy TAI YO (戴耀), in the 37th year of the Ming Emperor WAN LI (A.D. 1610); it was replaced by a wooden bridge in the 20th year of the Emperor K'ANG HSI, of the present dynasty (A.D. 1682), which gave way to the existing structure, built by Prefect YUNG CH'ANG (永常), in the 19th year of the Emperor CH'EN LUNG (A.D. 1755). The Yün-an Bridge (雲安橋), "Bridge of Clouded Peace," lies at the foot of the Tan-kung temple hill, and was built from designs by one LIN CHAO-NAN (林兆南), during the reign of the Emperor T'UNG CHIH (circa A.D. 1862); its cost—about \$500—was defrayed by local subscriptions among officials and merchants. It was repaired 16 years since.

For other particulars concerning works in this city, I refer the reader to the Local Annals—if he has the time and is of a forbearing disposition.* (*Vide also (k.)*.)

(i.) WATER APPROACHES, ETC.—No changes of any consequence have occurred to the water approaches of the port since its opening, and the lowness of the water in various places is an annual occurrence. The shoalest parts are Second Bar, Punlun (蟠龍), Kaisow (界首), and the passage between the rocks off the island of Kailung (繫龍洲). These places (which are situated, respectively, 20, 16, 7, and 2 miles from here) may be said to carry the same water, i.e., about 7 feet when the river is at zero; and although the natural process of deposit will sometimes, in parts, make as much as 6 feet difference, such is only local and temporary, and in a day or so there is again a greater depth. The Second Bar—the first bar heing at Pak-sahkok, about 2½ miles distant—has a distinct daily variation of over a foot, and, accordingly, vessels which have managed to scrape over there have sometimes had to lighten at one of the places named.

* "Since the last floods, two years ago, the 50,000 helpless inhabitants of Wuchow have allowed their city to become more than ever like the Augean stables, where 3,000 oxen are said to have been herded in stalls which had not been cleaned for 30 years. It is true that nightsoil, which has a market value, is removed; other rubbish, however, accumulates, awaiting the uncertain attentions of the scavenging elements—wind, rain, and flood. The natural forces of wind, rain, and gravitation are constantly shifting the superficial rubbish about the town, and for the most part from upper to lower levels, whence floods scour some of the culpably accumulated filth away. As the Augean stables never would have been cleaned apart from the Herculean device and labour of turning the Rivers Alpheus and Peneus through the place, so it is with Wuchow. Unless a flood occurs, the town is never even partially cleaned; none can, however, control, or even predict, the floods of the Fu and West Rivers. If there were an individual who never washed, but whose hands and face were occasionally wetted by a shower of rain—and never bathed, but once every few years would paddle in the sea, taking care, however, that the water never rose above his knees,—Wuchow, with its somewhat similar system of ablutions, would be like that individual; for it can never be pronounced clean and wholesome, but some years is dirtier and more diseased than usual."—Dr. R. J. J. MACDONALD, Customs "Medical Reports" for the half-year ended 30th September 1899, p. 39 (Wuchow).

The great lowness of the river at the beginning of 1901, when the water fell to 1 foot 10 inches below zero, was only to be surpassed this present year (1902), when it fell to 2 feet 5 inches similarly—a record fall, as far as can be ascertained. All cargo vessels trading here, excepting only the three stern-wheelers, *Suinam*, *Nanning*, and *Kongchai*, have had to lighten to enable them to enter the port; and until suitable vessels, of not more than 5 feet draught fully laden, are placed on the river this will always be the case. A class which would appear suitable, and of which it is reported some are building, are steam lighters with 12 knots speed and a carrying capacity of 8,000 piculs. In a paper read before the Institution of Engineers and Shipbuilders of Hongkong, the stern-wheel American type is, I note, recommended for the trade above Samshui, twin-screw vessels being used up to that point.* Of course, between the months of March and November, when the river is, as a general rule, above zero, all the different classes of vessels trading here—whether the before-mentioned stern-wheel steamers, the ordinary 7-foot draught small steamers, the converted junk type, and the junks, or the so-called lorchas which are towed by steam-launches—have perfect ease in entry, though they are sometimes as long as seven days *en route* from Hongkong. This latter, however, is due to an extraneous cause—inadequacy of driving power against the strong current, which in the summer, with a freshet, has sometimes a velocity of 4 to 6 knots. These freshets, which approach either by way of the Fu-ho or the West River, are caused, firstly, by a sudden thawing of the snow on the Yunnan, Kweichow, and Hunan mountain ranges, more especially the Nanling (南 靈 山); secondly, simply by the torrential spring and summer rains in the humid mountain districts, and these will sometimes effect a rise of 15 feet in 24 hours. Of the two kinds, the Fu-ho one is by far the most dreaded, inasmuch as those from the West River rise fairly evenly and have a straight passage through the harbour; the Fu-ho freshet, on the other hand, rushes fiercely forth from the mouth of that river, swishes to the south bank of the West River, and there, caught by Pagoda Point, sweeps across the harbour, forming whirlpools in its course, and thence passes to the north bank, capsizing any luckless sampan or boat which may be caught in it.

The greatest rise of the river during recent years seems to have been that of 1887, when the river rose 70 feet; while in 1897 there was a rise of 65 feet; and in 1901, 62 feet—and even at the latter depth all the low-lying parts of the city and suburbs were under water.

Mr. G. W. SHEPPARD, in 1899, crystallised in a memorandum the navigable conditions to Nanning, and thence to Po-sâ, as known then. I quote these *in extenso*, premising that Mr. SHEPPARD proceeded in a *ho-tou* boat (living boat, Native style) in the month of September:—"There first comes a piece of about 40 miles where there are some bad reefs of rocks. Above this 40 miles comes an apparently clear stretch of some 120 miles, up to above Kweiyuen, i.e., about half-way to Nanning. From Kweiyuen to Nanning, judging by the chart and from information I was able to gather, there are numerous difficult places, the principal of which are . . . in the close vicinity of Wangchow, where there are rocky rapids and

* "Hongkong Weekly Press," 11th June 1898.

WUCHOW TO NANNING WATER ROUTE

Distances are given in Li.

Wuchow (梧州) 16		10 Jung Hsi (江堤)		10 Chih Shui Hsi (水堤)		10 Lung Tzu (龍堤)		10 Jen Ho Hsi (人和堤)		30 Feng Hsien Cheng (鳳賢城)		10 Meng Chiang Hsi (江堤)		40 Pai Ma Hsi (白馬堤)		20 Wu Lin Kuo (武林口)		10 Tan Chu Hsi (丹竹堤)		30 Chang Tsun (長村)		10 Ping Nan Cheng (平南城)		40 Chiang K'ou Hsi (江口堤)		20 Shih Ch'ang Hsi (石塘堤)		10 Pai Sha Hsi (白沙堤)		10 Kuei Ping Ch'ang (桂平城)		20 Shih Ch'ang Hsi (石塘堤)		30 Kuan Chiang Hsi (官江堤)		10 Niu Lan Tsun (牛欄村)		50 Hsia Wan Hsi (下灣堤)		20 Pai Sha Hsi (白沙堤)		20 Ta Wan Hsi (大灣堤)		10 Fan an Kai Hsi (番安堤)		20 Tung Ching Hsi (東江堤)		20 Tung Po Tsun (東坡村)		50 Kuei Hsiao Ch'ang (貴縣城)		10 Yao Lo Tsun (腰螺村)		10 Tien Chu Tsun (田竹村)		20 Wa Tung Hsi (瓦塘堤)		30 Hsiang Ching Hsi (香江堤)		10 Sao Ho Hsi (沙河堤)		10 Lin Kung Hsi (林公堤)		20 Fu Po Tsun (伏波村)		20 Tan Tsun Tsun (潭村)		20 Tsun Po Hsi (潭坡堤)		10 Ping Fa Tsun (平南村)		10 Sau Kuan Pu (蘇官步)		10 Chiang K'ou Tsun (江口村)		30 Ch'ang Hsi (長堤)		10 Lo Yang Shih (洛陽堤)		30 Hsiang Ching Hsi (香江堤)		30 Nan Hsiang Hsi (南鄉堤)		30 Sha Ping Ching K'ou (沙平江堤)		20 Fui Lung Hsi (飛龍堤)		10 Hsu Yen K'ou (許源口)		30 Ping Lang Hsi (平南堤)		10 Shun An Hsi (順安堤)		10 Kao Tsun (高村)		30 Yung Shun Ching (永順城)		30 Lu Ching Hsi (鹿堤)		25 Lung Li Hsi (龍里堤)		30 Chang Tsun Hsi (長村堤)		20 Chen Pan Hsi (陳板堤)		30 Pu Mao Hsi (埔毛堤)		30 Chien Tsun Hsi (錢村堤)		10 Liang Ching Hsi (良江堤)		20 Su Hsien Hsi (蘇賢堤)		30 Ting Tzu Hsi (丁子堤)		30 Nanning (南寧)	
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	470	480	490	500	510	520	530	540	550	560	570	580	590	600	610	620	630	640	650	660	670	680	690	700	710	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870	880	890	900	910	920	930	940	950	960	970	980	990	1000																		
10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190																																																																																																			

NANNING TO PO-SÉ. WATER ROUTE.

Distances are given in Li.

Nanning to (南甯)	50	Shih Fu Hsi (石步城)	90	San Chiang Kou (三江口)	130	100	40	Chin Ling Hsi (金靈城)	160	150	75	30	Na Luog Hsi (那羅城)	225	195	135	95	60	35	Na Tung Hsi (那桐城)	240	210	180	110	75	50	15	Na Chung Hsi (那重城)	285	255	105	155	120	95	00	45	Lung Chuang Tsun (龍庄村)	305	275	215	175	140	115	80	65	20	Hsiao Lin Hsi (小林城)	340	310	280	240	205	180	145	150	85	05	55	Lung An Cheng (隆安城)	395	365	305	265	250	205	170	155	110	90	55	25	Kuei Te Hsi (歸德城)	415	385	325	285	250	225	100	175	130	110	75	45	20	Wang Hsi (旺城)	485	455	375	335	300	275	240	225	160	150	125	05	70	50	Shan Hsin Hsi (山心城)	505	475	415	375	340	315	280	255	220	200	185	135	110	90	40	50	Shang Lin Hsien (上林縣)	545	515	455	415	380	355	320	305	260	240	205	175	150	130	80	70	40	Lin Feng Hsi (林風城)	565	535	475	435	400	375	350	325	290	260	225	195	170	150	100	90	60	20	En Lung Cheng (恩隆城)	625	595	535	495	460	435	400	385	340	320	285	255	230	210	180	130	90	50	30	Chin Chou Hsi (賓州城)	645	615	555	515	480	455	420	405	360	340	305	275	250	230	180	170	140	100	60	50	20	Tien Chou Hsi (田州城)	685	655	595	555	520	495	460	435	400	385	340	320	285	255	230	180	170	140	100	60	50	20	Feng I Chou (奉議州)	725	695	635	595	560	535	500	475	440	415	370	350	315	285	260	240	100	180	150	110	90	60	30	10	Feng I Chou (奉議州)	765	735	675	635	600	575	540	515	480	455	420	400	365	335	310	290	240	230	200	160	140	110	80	60	00	50	25	Na Po Hsi (那坡城)	805	775	715	675	640	615	580	555	520	495	460	445	410	380	355	335	285	275	245	215	185	150	135	90	Wen Tsun (紋村)	845	815	755	715	680	655	620	595	560	535	500	475	445	425	375	365	335	295	275	245	215	185	150	135	90	Wen Tsun (紋村)	885	855	795	755	720	695	660	635	600	575	540	515	485	455	400	390	360	330	290	260	230	200	175	150	135	90	Wen Tsun (紋村)	925	895	835	795	760	735	700	675	640	615	580	555	525	495	440	430	400	370	340	310	280	250	225	195	175	150	135	90	Wen Tsun (紋村)	965	935	875	835	800	775	740	715	680	655	620	595	565	535	500	475	445	400	380	350	320	290	260	230	200	175	150	135	90	Wen Tsun (紋村)	1005	975	915	875	840	815	780	755	720	695	660	635	605	575	545	515	485	455	415	395	365	335	305	275	245	215	185	150	135	90	Wen Tsun (紋村)	1045	1015	955	915	880	855	820	795	760	735	700	675	645	615	585	555	525	495	465	435	405	375	345	315	285	255	225	195	175	150	135	90	Wen Tsun (紋村)	1085	1055	995	955	920	895	860	835	800	775	740	715	685	655	625	595	565	535	505	475	445	415	385	355	325	295	265	235	205	175	150	135	90	Wen Tsun (紋村)	1125	1095	1035	995	960	935	900	875	840	815	785	755	725	695	665	635	605	575	545	515	485	455	425	395	365	335	305	275	245	215	185	150	135	90	Wen Tsun (紋村)	1165	1135	1075	1035	1000	975	940	915	880	855	820	795	765	735	705	675	645	615	585	555	525	495	465	435	405	375	345	315	285	255	225	195	175	150	135	90	Wen Tsun (紋村)	1205	1175	1115	1075	1040	1015	980	955	920	895	860	835	805	775	745	715	685	655	625	595	565	535	505	475	445	415	385	355	325	295	265	235	205	175	150	135	90	Wen Tsun (紋村)	1245	1215	1155	1115	1080	1055	1020	995	960	935	900	875	845	815	785	755	725	695	665	635	605	575	545	515	485	455	425	395	365	335	305	275	245	215	185	150	135	90	Wen Tsun (紋村)	1285	1255	1195	1155	1120	1095	1060	1035	1000	975	940	915	885	855	825	795	765	735	705	675	645	615	585	555	525	495	465	435	405	375	345	315	285	255	225	195	175	150	135	90	Wen Tsun (紋村)	1325	1295	1235	1195	1160	1135	1100	1075	1040	1015	980	955	925	895	865	835	805	775	745	715	685	655	625	595	565	535	505	475	445	415	385	355	325	295	265	235	205	175	150	135	90	Wen Tsun (紋村)	1365	1335	1275	1235	1200	1175	1140	1115	1080	1055	1020	995	965	935	905	875	845	815	785	755	725	695	665	635	605	575	545	515	485	455	425	395	365	335	305	275	245	215	185	150	135	90	Wen Tsun (紋村)	1405	1375	1315	1275	1240	1215	1180	1155	1120	1095	1060	1035	1000	975	945	915	885	855	825	795	765	735	705	675	645	615	585	555	525	495	465	435	405	375	345	315	285	255	225	195	175	150	135	90	Wen Tsun (紋村)	1445	1415	1355	1315	1280	1255	1220	1195	1160	1135	1100	1075	1040	1015	985	955	925	895	865	835	805	775	745	715	685	655	625	595	565	535	505	475	445	415	385	355	325	295	265	235	205	175	150	135	90	Wen Tsun (紋村)	1485	1455	1395	1355	1320	1295	1260	1235	1200	1175	1140	1115	1080	1055	1025	995	965	935	905	875	845	815	785	755	725	695	665	635	605	575	545	515	485	455	425	395	365	335	305	275	245	215	185	150	135	90	Wen Tsun (紋村)	1525	1495	1435	1395	1360	1335	1300	1275	1240	1215	1180	1155	1120	1095	1065	1035	1005	975	945	915	885	855	825	795	765	735	705	675	645	615	585	555	525	495	465	435	405	375	345	315	285	255	225	195	175	150	135	90	Wen Tsun (紋村)	1565	1535	1475	1435	1400	1375	1340	1315	1280	1255	1220	1195	1160	1135	1100	1075	1045	1015	985	955	925	895	865	835	805	775	745	715	685	655	625	595	565	535	505	475	445	415	385	355	325	295	265	235	205	175	150	135	90	Wen Tsun (紋村)	1605	1575	1515	1475	1440	1415	1380	1355	1320	1295	1260	1235	1200	1175	1145	1115	1085	1055	1025	995	965	935	905	875	845	815	785	755	725	695	665	635	605	575	545	515	485	455	425	395	365	335	305	275	245	215	185	150	135	90	Wen Tsun (紋村)	1645	1615	1555	1515	1480	1455	1420	1395	1360	1335	1300	1275	1245	1215	1185	1155	1125	1095	1065	1035	1005	975	945	915	885	855	825	795	765	735	705	675	645	615	585	555	525	495	465	435	405	375	345	315	285	255	225	195	175	150	135	90	Wen Tsun (紋村)	1685	1655	1595	1555	1520	1495	1460	1435	1400	1375	1345	1315	1285	1255	1225	1195	1165	1135	1105	1075	1045	1015	985	955	925	895	865	835	805	775	745	715	685	655	625	595	565	535	505	475	445	415	385	355	325	295	265	235	205	175	150	135	90	Wen Tsun (紋村)	1725	1695	1635	1595	1560	1535	1500	1475	1445	1415	1385	1355	1325	1295	1265	1235	1205	1175	1145	1115	1085	1055	1025	995	965	935	905	875	845	815	785	755	725	695	665	635	605	575	545	515	485	455	425	395	365	335	305	275	245	215	185	150	135	90	Wen Tsun (紋村)	1765	1735	1675	1635	1600	1575	1540	1515	1485	1455	1425	1395	1365	1335	1305	1275	1245	1215	1185	1155	1125	1095	1065	1035	1005	975	945	915	885	855	825	795	765	735	705	675	645	615	585	555	525	495	465	435	405	375	345	315	285	255	225	195	175	150	135	90	Wen Tsun (紋村)	1805	1775	1715	1675	1640	1615	1580	1555	1525	1495	1465	1435	1405	1375	1345	1315	1285	1255	1225	1195	1165	1135	1105	1075	1045	1015	985	955	925	895	865	835	805	775	745	715	685	655	625	595	565	535	505	475	445	415	385	355	325	295	265	235	205	175	150	135	90	Wen Tsun (紋村)	1845	1815	1755	1715	1680	1655	1620	1595	1565	1535	1505	1475	1445	1415	1385	1355	1325	1295	1265	1235	1205	1175	1145	1115	1085	1055	1025	995	965	935	905	875	845	815	785	755	725	695	665	635	605	575	545	515	485	455	425	395	365	335	305	275	245	215	185	150	135	90	Wen Tsun (紋村)	1885	1855	1795	1755	1720	1695	1660	1635	1605	1575	1545	1515	1485	1455	1425	1395	1365	1335	1305	1275	1245	1215	1185	1155	1125	1095	1065	1035	1005	975	945	915	885	855	825	795	765	735	705	675	645	615	585	555	525	495	465	435	405	375	345	315	285	255	225	195	175	150	135	90	Wen Tsun (紋村)	1925	1895	1835	179
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shallows extending for some miles, with very sharp turns in the channel, which would render, so it was reported, the passage of a steamer impossible when the river had fallen to a certain stage. Some 10 miles below Nanning, and 50 miles below it again, there are also two places where, in very low water, junks are compelled to lighten to $2\frac{1}{2}$ feet. I may remark, however, that both on the upward and downward trip the water was of sufficient height to cover all, or most, of these dangers; and there was no good reason why a suitable steamer (in our case an ordinary steam-launch would have done) should not have made a direct run up from Wuchow to Po-sé and back, doing in six or seven days what it took as many weeks to do by junk. This was, however, under favourable conditions of water, and I can quite understand that a fall of 20 feet would completely change the condition of things. From general indications, I should say that it would be possible to run a steamer up to Po-sé for four months out of the year, doubtful for four, and probably impossible for the remaining four. On the last point it is impossible to say anything definite, until a further and careful examination of the Fu-po-t'an and other rapids has been made at dead low water, i.e., about February."

In 1901 the British gun-boat *Sandpiper* (Lieutenant-Commander CARR, R.N.), drawing 2 feet 6 inches, made an ascent to Nanning, and had some practical experiences of the river in its more accessible season. A start was made upon the 20th May, and upon the third day Kweih sien (貴縣) was reached—a distance of, say, 100 miles. There was an insufficiency of water at this place until the 13th June, when a slight rise set in, and, with a full head of steam, the rapid was successfully passed. The channel was both tortuous and narrow, in places not more than 80 feet in width, with many swirls and eddies—indeed, a large swirl on one occasion suddenly rose and caused the vessel to so heel that it seemed impossible it should recover and escape the rocks; as for the turns, there was one in particular with an angle of 45° . Above the Great Rapid (大灘)—160 miles from this—there was a rising water and the current was less strong.

It is further essential to add, by way of summary, certain observations which my predecessor has made hereon. Firstly, direct steam navigation between Wuchow and Nanning is not likely to be possible during more than four months in the year (with liability to considerable delays), and in some years for only a few weeks. Secondly, to navigate the river for a longer period steamers should be provided with bow oar or towing mast, should possess rapid turning power, small beam, and good speed—and it is questionable if the vessels could carry sufficient cargo on a low draught to make construction and employment a paying matter. Thirdly, while the Great Rapid, owing to the narrowness of the channel and sharpness of the turns, offers the great obstacle to navigation, there are many other rapids and shoals which present difficulties during the low-water season. Fourthly, towage of junk or specially-constructed lighter is feasible between Wuchow and Kweih sien, and beyond the Great Rapid again to Nanning; and doubtless launches will ply on these sections for passengers and tow when the river is thrown more open.

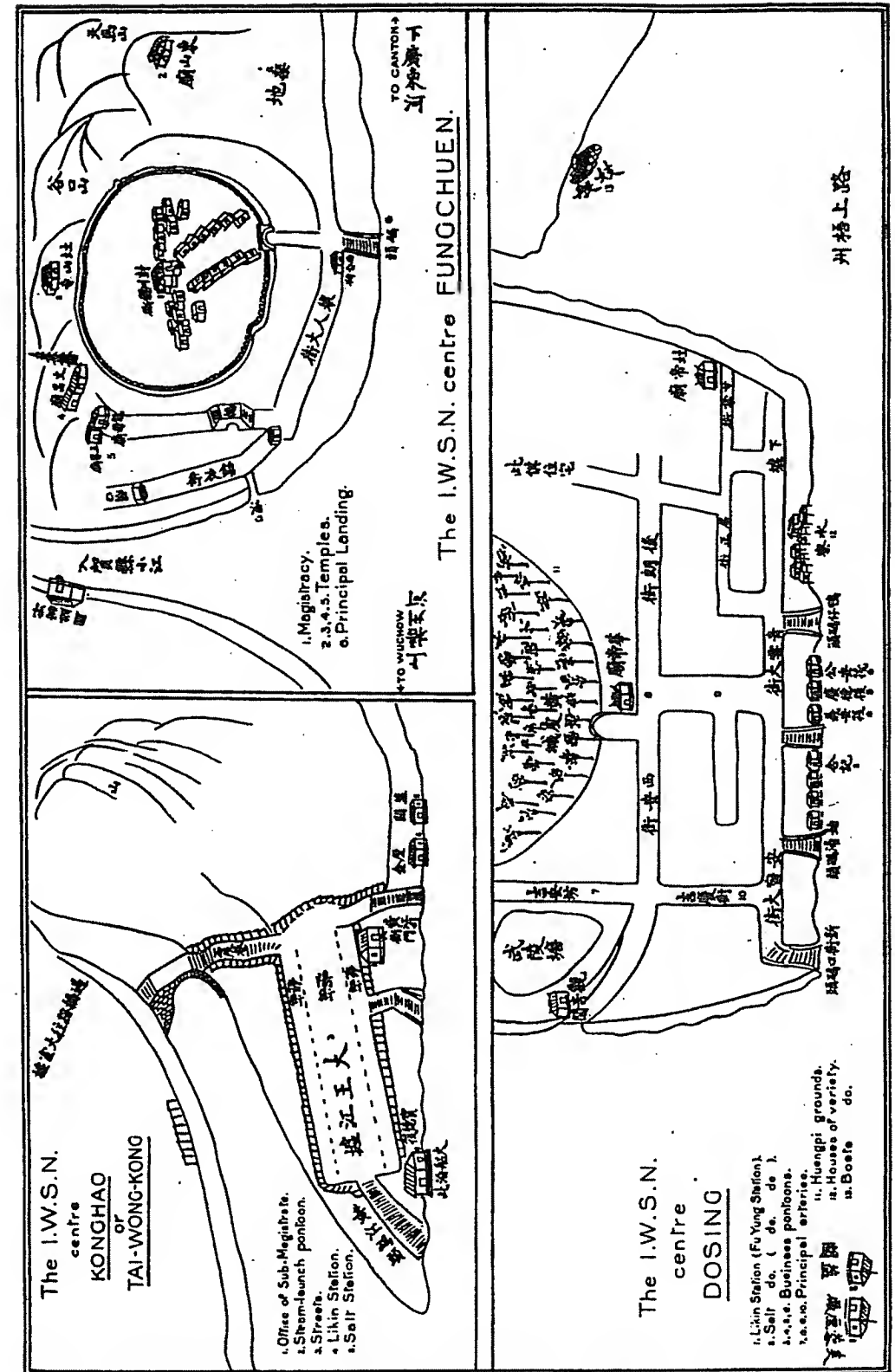
In conclusion is appended a list of places to which launches ply from this port, with the mileage, and period during which the run is feasible:—

PLACE.	MILEAGE FROM WUCHOW.	WHEN RUNNING.	
<i>Down River.</i>			
Konghao (江口).....	11	Throughout the year.	
Fungchuen (封川).....	13		
Dosing (都城).....	27		
Takhing (德慶).....	42		
Lukto (六都).....	57½		
Yuetsing (悅城).....	63½		
Lukpo (六步).....	75½		
Shiuhing (學慶).....	92½		
Houlick (後溪).....	97	Seven or eight months (April-November).	
Samshui (三水).....	120½		
<i>Up River.</i>			
Mongkong (濛江).....	60		
Konghao (江口).....	80		
Hsunchow (潯州).....	100		
Kweih sien (貴縣).....	150		

(j.) AIDS TO NAVIGATION, ETC.—There are no lights or buoys in this district, but in November 1901 two beacons were fixed in the harbour, off Pagoda Point. In certain places bamboos have been placed—chiefly by lepers—to mark the position of rocks, shoals, etc.; they are posted when the water is about 4 feet above zero, and answer well enough. With their numbers, they are situated as follows:—

	DISTANCE FROM CUSTOMS PONTOON.
	Miles.
One at Yufatong (魚花塘).....	¼
One opposite H.B.M.'s Consulate pontoon.....	½
Four at Kailungchow (蔡龍洲).....	1½
Two between Joss House Point and Kaisow (界首).....	3
Three on Second Bar (新灘).....	20
One on Chungkong Spit (長江頭).....	22
Three between Chungkong Spit and Dosing.....	27
One off Kweishek (葵石).....	38

Those at the Second Bar were first placed in position this year. These crude marks have been used so long as the oldest trader on the river can remember—long before the river was opened to steam navigation. Contributions are paid *en route* to the waiting lepers, and amount, in the case of those thrown to them by passing steamers, to a total of about \$2.50 per month.



"The lepers are paid by passing craft—the payment, in the case of steamers, usually being 20 cash tied on to a few sticks of firewood and thrown to the boat."*

No accidents to shipping of any moment have occurred, the cases being chiefly grounding cases, with merely slight detention—mainly at the Second Bar, Kwangtung Rocks, and the Western Rocks at Pagoda Point, on the southern bank of the river. A somewhat curious accident happened to the Chinese steam-launch *Luenchit*, which, on the 5th April 1900, sank at her moorings in the harbour from being overladen with coal, coupled with the fact that the seams of her upper planking were not water-tight. The Native pilot was drowned. The vessel was subsequently raised and towed to Canton for repairs.†

(k.) UNHAPPY OCCURRENCES, ETC.—Human agency, direct or indirect, has been rather more prolific of unhappy occurrences during the period than any other physical cause. There were, however, considerable droughts in 1900, more especially affecting rice and sugar cane. Of the rice crop in that year, 50 per cent. is said to have represented the failure in Yu-lin (鬱林) and Ping-lo (平樂), and 70 per cent. in Ch'ing-yüan (慶遠), Po-sé, and Nanning; sugar cane suffered practically entirely around Wangchow (橫州), Yung-shun (永淳), Nanning, and Po-sé; ground-nuts lost 50 per cent. in Ping-lo, Nanning, and Liuhow, and 40 per cent. round Kweilin; and wheat, 60 per cent. in Nanning and 40 per cent. in Kweilin and Ping-lo. The remedial measures adopted were both administrative and religious. Official rice depôts were opened for the supply of that grain at a cheap rate, and many passes were issued for the transportation of rice from Canton and elsewhere to Ch'ing-yüan, Nanning, etc.; the religious observances consisted in official visits to the temples of the *genius loci* (城隍廟) and of Jupiter Pluvius (龍王廟), accompanied by abstention from flesh.

As regards floods locally, this is not here an abnormal state. "Owing to the rise and fall of the river, the city presents quite another aspect during the summer from what it does in the winter. In the former season the water is never much below the level of the banks, while sometimes it overflows them, half submerging the houses. . . . When the floods are high most of the streets are under water, the inhabitants have to retire to their upper stories, and business is seriously interfered with. But although this must cause immense inconvenience—and, one would think, considerable loss—to the majority of the people, they yet regard it as an advantage, because the inundation cleanses away the impurities which have accumulated during the dry months, and business goes on all the more briskly from its temporary interruption."‡ (Vide also (i).)

Epidemics have been aided partly by the season, and partly, no doubt, by natural difficulty of arrangement. Plague—瘧子病§—has, perhaps, been the principal enemy. In 1898

* Letter from "Shipmaster," in "Hongkong Weekly Press" of 11th February 1899. His technical observations are worth note.

† "Reports on Lights," etc., 1900, p. 71 (Wuchow).

‡ Wuchow Trade Report, 1897.

§ "La peste est connue, au Yunnan, sous le nom de *gang-tzu-ch'uang*; on la désigne, en cantonnais, par les termes *y-lao-shih*; les Thos l'appellent *than-p'ao-thai*. Elle porte beaucoup d'autres noms dont les plus répandus sont: *luan-tzu-ch'eng*, *shu-y*, *piao-shih*, *tá f'ou* *sienn-ling ch'eng*, *kung-ueu-ting*."—Vide Dr. A. THOUZOR's most interesting "Note on an Epidemic of Bubonic Plague at Ping-hsiang, Kwaogai, in May and June 1898" (Customs "Medical Reports" for the half-year ended 31st March 1899).

there was a bad visitation of the disease, "and for a good while the hills around the city were dotted with funeral parties." * In 1899 the epidemic was still more severe, and between 50 and 60 deaths daily were reported in May, while in one case a family consisting of nine persons fell victims within 48 hours—again, on a pontoon (which may, in such cases, be considered a more healthy housing than the shore structures) 21 deaths occurred from a staff of 100. Certain precautionary measures were taken by the local Magistrate; labourers were engaged to cleanse the streets by day and slay rats at night; notifications were issued as to the sanitation of private residences, and pigs were not allowed to perambulate the streets or grub around under a penalty varying from Ta 1 to Ta 5. Each household, moreover, had its cat—generally more or less in a trained condition,—though the use of certain lethal powders will, no doubt, later be introduced. A layman, upon this topic, can only speak superficially; and it is convenient here to quote, practically *in extenso*, certain specially cogent points of that important monograph supplied by Dr. R. J. J. MACDONALD in his Medical Report upon the health of this port for the half-year ended 30th September 1899.

The first outbreak of the plague in Wuchow that year (1899) was probably at the beginning of March; but "it is not easy to obtain from the Natives satisfactory replies to questions concerning the origin of this year's epidemic, date and locality of the first case, whether indigenous or imported, and if imported, whether from the west (Yunnan) or from the east (Hongkong). Plague is probably not indigenous in Wuchow; and although a year ago I reported its prevalence in Wuchow in the months of April, May, and June of 1898, yet I have no corroborative evidence to adduce in support of a theory that plague is indigenous here. On the contrary, since the bacillus is not able to withstand desiccation longer than four days (KITASATO), and although it may retain vitality and virulence for about a couple of months in clothing and in closed undisinfected houses, yet, since I know of no proof that the bacillus can maintain its virulence, or existence even, extra-corporeally for six months—and as no manifestation of the disease was brought to my notice during the comparatively long period of eight months, namely, from July 1898 to February 1899 inclusive,—I incline to think that last year's crop of the plague bacilli completely perished; that the disease is exotic and not indigenous here; and that the specific bacillus was this year again introduced from without." The conclusions on this point are that:—

- "1°. The seat of endemic plague for the Far East is probably the Yunnan district of Southern China.
- "2°. The plague travels thence to Hongkong *via* Pakhoi (at present, perhaps, the swifter route), and also *via* the West River and Wuchow-fu.
- "3°. That infected Hongkong re-infects its own *hinterland* (and also many distant ports, which, in turn, infect their various *hinterlands* and other ports).
- "4°. That this year Pakhoi probably first infected Hongkong.
- "5°. That Hongkong infected Wuchow.
- "6°. That about the same time Wuchow was being infected from the west.

* Wuchow Trade Report, 1898.

"7°. That had Pakhoi not infected Hongkong at the beginning of March, Hongkong would not have escaped infection this year, for Wuchow would probably have infected it by the middle or end of the month.

"8°. That the Franco-Chinese hostilities of 1883 and the Kwangai rebellion of 1898 have possibly been factors increasing the virulence of plague; and that flight due to panic, examinations (like pilgrimages), as well as travelling for trade, help to spread it within the *hinterland*."

As regards the appearance of a plague-stricken dwelling:—"On the 29th March I was called to see a middle-aged woman who was delirious with plague and almost in the last stage of the disease. The house would here be considered a respectable dwelling. The men of the family were nearly frantic; the women, almost paralysed with fear. Several females occupied the same room as the dying woman. No one seemed to know what to do. No attempt was being made at segregation or disinfection, or even simple cleaning. The sick expectorated upon the earthen floor (many of the inner apartments of comparatively respectable houses have earthen floors). The same cups, plates, etc., were used indifferently by the sick and healthy. I was not surprised to hear that in that house three people took the plague, of whom two died."

As regards mortality:—"I can only form a rough conjecture of the mortality, from exceedingly imperfect data. The plague lasted four months, at times diminishing and again increasing—as, for instance, on the 12th May it appeared to be abating, and again on the 25th May increasing, the variable mortality depending on a number of causes, *e.g.*, the importation of fresh cases, the temperature and humidity favourable or adverse to the development of the specific bacilli, the effect of rainfall in washing away superficial layers of rubbish, etc. The case of a single street affords but little aid in estimating the general mortality. However, I can do no better than instance the case of the street which leads to the Small South Gate. Although this street does not lie in the quarter where the epidemic was most pronounced, yet I think its mortality would probably be considerably above the average of the whole city. In this street there are said to be 36 houses and 216 inhabitants. In the course of about 20 days, in the month of May, plague appeared in nine houses and carried off 15 people—that is to say, 25 per cent. of the houses were infected and nearly 7 per cent. of the population of that street died. On the 30th April I guessed, after making a few inquiries, that the mortality was about 20 a day. On the 21st June a patient, a riverine guard-boat captain, said 50 people a day were then dying of plague, and estimated the deaths up to that date as 2,500. I think his estimate was excessive, and consider it more probable that the mortality this year was about 1,000, or, say, 2 per cent. of the population."

Surface-crowding and over-crowding are two inherent conditions of danger. "In the case of the street cited above, curiously enough, all the plague-stricken houses, with one exception, were situated on the west side. The house on the other side (a shop) may serve, so far as a single building can, as an example of the degree of surface-crowding and over-crowding which obtain here. It has no windows, being closely surrounded by other houses on three sides. Its

front is open to the street, which is 7 feet wide; and there are two skylights, one in the shop and one in the kitchen. The floor is of brick—much lower than the floor of the surrounding houses, and very damp. The cubicle is very dark, being only lighted through the partition between it and the shop; above it is a loft; and in the shop, a mezzanine floor. When the epidemic began the house was occupied by a Native doctor and 10 shoemakers. Two of the shoemakers died of plague; the doctor is also dead. One or other of the survivors was constantly suffering from fever and unable to work. Four men worked in the shop, three in the kitchen, and four in the loft. The building allows about 236 cubic feet per individual in the work-rooms, and the surface-crowding is probably more serious than the over-crowding."

As regards prevention:—"No precautionary measures were taken—such as detection, evacuation and disinfection of infected premises, segregation of the sick and their attendants in temporary matched hospitals and houses, or sanitation. . . . At the Great Martial Monastery (Tai-hnng-tsz, 大雄寺) and Golden Lily Nunnery (Kam-lin-om, 金蓮菴) dead-houses, Kichong (寄庄), are stored about 100 corpses, in a neighbourhood where plague was rife this year. It is a gruesome subject, and there can be no pleasure in probing it; yet it should be probed deeply. What is to hinder rats gnawing through these coffins? It is no secret, but when obliged to mention it, one instinctively does so with hated breath—the Chinese here have a horrible habit of household corpse-boarding. No one knows how many corpses of plague patients are retained in the town. There almost seems to be an element of secrecy about the proceedings with regard to corpse transportation. For some days during the epidemic a couple of large boats laden with about 30 corpses in coffins were anchored at the foot of the Southern Hill. The effluvia was overpowering. The corpses were from Wuchow, but I could never learn their destination. Who knows how much plague is thus spread within the Hongkong hinterland? During the epidemic I also saw coffins, in some instances, left unburied among the graves, and uncoffined corpses, in one or two instances, exposed upon the ground."

As regards the risk incurred by Foreigners living amid exceptional conditions:—"On the 22nd March I happened to call at the British Consulate, located at the Chun-t'ai-kok (準提閣) temple. The inmates were being annoyed by the effluvia from a considerable number of dead rats. The Consul inspected his larder, and found that the rats had eaten the heart of a cabbage, some tomatoes and potatoes, and—most dangerous of all, because served uncooked—the cheese. The priests granary also proved very attractive to the rats. I advised the Consul to leave the temple. His home was promptly removed to a boat, and subsequently his office also. I heard that two or three of the priests who remained in the temple died of the plague. Next year any missionaries, merchants, or Customs or Consulate officials who may be living among the Chinese in the town after the end of February will be running a serious risk."

For the most grievous occurrence which has happened to Wuchow in modern times, it is necessary to look back 50 years—and here the agent was the hand of man,—when, in HSIEN FENG's 7th year (A.D. 1858), large numbers of persons were eliminated by the Boat Rebels. This has been incidentally alluded to under (a.).

The Taiping disturbances (*vide* also (a.)) started by a quarrel between the Hakkas and the local natives at Kao-ch'ien-lin and Tung-ho-hsü, within the magistracy of Kweihsien, in the 30th year of the Emperor TAO KUANG (A.D. 1850). The expenses on the Hakka side were defrayed by a newly-prosperous inhabitant of Kao-ch'ien-lin, HUNG SIU-TSUAN (洪秀全), a Canton Hakka lately become a convert to Christianity and an active religious leader, who had fled to Kwangsi to escape the anger of the provincial authorities at Canton—he had even thrown a letter within the hall of the Viceroy animadverting on the worship of images. HUNG made some few conversions in Kwangsi, and raised the flag of revolt at Pei-cha. He then settled for the moment at Hsin-hui, in Kwangtung, and collected over 10,000 adventurers; and from that point the course of this considerable uprising no longer has special relation with this province—the obsessed leader fared forth, blazing in the full effulgence of his inimitable impudence.

Secret organisations have a considerable force in Kwangsi, more especially in the districts around Fu-ch'uan (富川), Nanning, Po-sé, Linchow (柳州), and Wu-hsuan (武宣). The "Heaven and Earth Society" (天地會) and the "Triad Society" (三點會) have each a large following—the former in Nanning and Po-sé, and the latter in Liuchow and Ch'ing-yüan (慶遠); while not less than 500,000 home provincials are computed to have joined the Hunanese *Ko-lao-hui* movement. K'ANG YU-WEI (康有爲) himself is rumoured to have gained 10 or 20 followers in Kweilin and Wuchow; and report says, upon one occasion, he sent \$4,000 to a disciple—one CH'EN TA-LUNG (陳大龍)—to "start a rebellion." But, as my informant adds, how can a rebellion of the first class be started with \$4,000? Mr. CH'EN therefore purchased a songstress, from a locality not a 100 *li* from this port, and placed her in a secondary position. The fact, nevertheless, remains that large numbers of banditti exist in the province, that many of them are united in greater or lesser measure to one or other of the societies mentioned, and that disturbances come and pass as do the seasons. In themselves, however, the acts committed by these brigands have hitherto, as a general rule, had no special significance, though dislocation to trade, serious at times, is not seldom caused, and a measure of success has occasionally fired a suggestion of ambition. The *fons et origo* is poverty—practically exhibited by taking temporary charge of taxing stations, informal levies, the plunder of wayside travellers, etc.

The chronic existence of such disturbing elements might, of course, conceivably react unfavourably on the peacefully-minded; but the authorities act as promptly and efficaciously as the very difficult conditions permit. The impediments to contending with brigandage in this mountainous area, with its ready-made lairs, are most considerable; and the fact that there is often no real executive coherence between the various bodies (except quite locally) intensifies rather than diminishes the difficulty. When a movement has one prominent person, and he is made a drastic example of—that has the maximum effect, and probably calms matters; but when there are no prominent persons, a great many examples become necessary. The bands themselves consist mainly of disbanded or deserted soldiers, with riffraff of various kinds and other excrescences. The districts more particularly harbouring them are the richer parts around Po-sé and Nanning and the mountainous parts adjacent Liuchow. The Kweichow and Yunnan borders are rather mountain refuges, though the defiles into Yunnan are probably favourite haunts.

As before stated, the disturbances arise with the regularity of the seasons, and I will deal with them chronologically—efflux of time and experience enabling one to look at these things with considerable calmness.

In July 1898 the cause was poverty and a lean rice supply—that rich centre, Canton, required large stocks, and the interior was left much denuded. Hence occurred attacks upon Cantonese merchants in Jung-hsien (容縣), with considerable success, emboldened by which it is said that bands acquired a more ambitious spirit, and even occupied various centres. As soon as the government took the field this excessive boldness was in process of condensation, and by October had been sublimed. That there was considerable mortality was shown incidentally by the number of headless corpses which floated past the city.

In 1899 the cause was again poverty; and an outbreak occurred at Lu-ch'uan-hsien (陸川縣) in September of that year which was not successful. Somewhat later an attack took place on the large prefectural city of Ssu-ên (思恩), and here the Magistrate was quartered: troops arrived; the bands passed to their mountain residences; and the matter therefore ended.

In 1900, while the historic Boxer movement was taking place in the North, the true relative value of these chronic disturbances was shown—they arose as usual, were suppressed, and excited no comment.

As it may prove of interest, I give at the close of this section a free translation of Article 246, Supplementary Law (d.), of the Code, relating to illicit associations.

Finally, a few quotations from a Native work*:—"Most of the people of Kwangai are poor, and they get their livelihood by perpetual plundering, and when they hear of robbers anywhere, they straightway run and join them and share in the booty." Again: "There are some bad habits in Kwangsi, as where one family takes to robbery and the whole village harbours it." And, of the train-bands of Kwangsi: "They are excellent for mutual protection, but are no good drilled, as goes the Kwangai saying."

Locally, no troubles such as have at times arisen more particularly on the Yangtze are to be recorded.

Fires have been not infrequent—the more so, perhaps, of late years, with the advent of bad kerosene oil and poor lamps and matches. Possibly the most serious recent conflagration occurred in the 21st year of KUANG HSÜ (1896), when property to the value of Ta 400,000 is said to have been destroyed, comprising the whole of the main street, a large portion of Sand Street (沙街), the Central Likin Station (中關), etc., etc.—"such was the conflagration," says a contemporary observer, "that the waters in the Fu-ho hoiled."

Free Translation of Code: Article 246 (譯文), Supplementary Law (d.), relating to Illicit Associations.

Those persons who, being of different surnames, enter into a fraternal relation by mingling their blood, by taking oaths, and by burning declarations before the gods shall be treated as for attempted rebellion, and the principal shall be sentenced to strangulation subject to revision,

* From the printed papers of an official.

KWEILIN TO LIUCHOW.

LAND ROUTE.

Distances are given in Li.

Kweilin to (桂林)

LAND RO

13 Liang Fêng Ho K'ou (夏風河口)

73 80 Liang Fêng Hsü (良風墟)

118 105 43 Su Ch'iao Hsü (蘇橋墟)

158 140 85 40 Yung Fu Hsien (永福縣)

168 135 95 50 10 Chi Shih Wan (嵗泉灣)

188 175 115 70 30 Ta Shih Te'un (大石村)

223 210 150 105 85 55 35 Lan Ma Hsü (蘭馬墟)

258 245 185 140 100 90 70 35 Li Ting Shih (李定市)

305 245 180 150 130 95 00 Huang Mien Hsü (黃免墟)

338 325 205 170 150 115 80 20 Chiu Chieh (喬街)

378 365 260 230 210 190 155 120 60 40 Liu Chai Hsü (六寨墟)

418 405 345 300 200 250 230 105 100 100 80 40 Lo Jung Hsien (羅容縣)

448 435 375 350 320 280 260 225 190 130 110 70 30 Pai Sha Ho K'ou (白沙河口)

473 460 400 355 315 305 285 250 215 155 95 55 35 Tao Chiang Hsü (濠江墟)

498 475 415 370 330 320 500 285 230 170 150 110 70 40 Hsin Yün Chiang Hsü (新遠江墟)

503 490 455 435 415 385 345 310 275 215 105 155 115 85 60 45 50 Hsiang Chou Ch'eng (香洲城)

558 545 485 440 415 375 335 300 240 220 180 140 110 85 70 55 35 Li Yung Hsü (黎英墟)

583 570 510 485 425 415 595 300 325 205 245 205 185 135 110 95 80 50 Hêng Li T'an (橫麗潭)

615 595 550 530 495 435 435 400 385 305 285 245 205 175 160 135 120 90 85 40 Lan Ts'un (藍村)

648 635 575 550 490 480 460 425 390 350 310 270 230 200 175 180 145 115 90 65 25 Liu Chiu Hsü (六九墟)

683 665 625 580 540 530 510 475 440 380 360 320 280 230 225 185 140 115 75 50 Liuchow (柳州)

708 695 655 615 575 550 530 510 475 440 380 360 320 280 230 225 185 140 115 75 50 Liuchow (柳州)

Distances are given in miles.

and the accessories to less by one degree; if such association consist of 20 persons or over, the principal shall be sentenced to immediate strangulation, and accessories shall be sent to military servitude in the unhealthy regions on the remote borders of Yunnan, Kweichow, or the Two Kwang. If the association be composed of those who enter into a fraternal relation according to their ages, and not by mingling their blood, by taking oaths, and by burning declarations before the gods, and provided such association consist of 40 persons or over, the principal shall be sentenced to strangulation subject to revision; if the association consist of less than 40 persons, but 20 or over, the principal shall be sentenced to 100 blows of the heavy bamboo; if the association consist of less than 20 persons, the principal shall receive 100 blows of the heavy bamboo and two months cangue: the accessories in every case to receive a penalty less by one degree. If the head of the association is a junior in years, and is selected without regard to age, he shall be treated as principal in the turbulent association, and herein, if the number of persons be 40 or more, the principal shall be sentenced to immediate strangulation, and the accessories shall be sent to military servitude in the unhealthy regions on the remote borders of Yunnan, Kweichow, or the Two Kwang; if such association consist of less than 40 members, the principal shall be sentenced to strangulation subject to revision, and the accessories shall receive 100 blows of the heavy bamboo and transportation for life to a distance of 3,000 *li*. Those who resist the officials and oppose their onset with weapons shall, irrespective of the number of persons composing the assembly, in the case of a principal, be sentenced to decapitation, and in the case of an accessory, be sentenced to strangulation. If, after a careful examination, an honest person is found to be included among the number of the accessories, beyond question compelled by force to join the company, and who has neither opposed the officials nor resisted arrest, then such person shall receive a penalty one degree less severe than that due their substantive office. Those who have subscribed money to an association in fear of implication, but have not become members thereof, shall be treated as contemning Imperial instructions, and receive 100 blows of the heavy bamboo. Those who, upon hearing that they are to be arrested, voluntarily surrender themselves to justice, or who do so before the case has come to light, shall be treated with lenience or excused; if, having been so treated once, they again offend, the fact of such voluntary surrender shall not be taken into consideration, and they shall be treated with greater rigour—immediate strangulation to become instead immediate decapitation, strangulation subject to revision to become instead immediate strangulation, military servitude in the unhealthy regions on the remote frontiers to become instead agricultural labour in the New Dominion, transportation for life for the full term to become instead military servitude near at hand, and transportation for a term, or lesser penalties, to be increased one degree. The Magistrate shall keep a record of those prisoners who have delivered themselves to justice, stating their names and addresses, and the head borough and head clansman shall exercise a vigilant watch and restraint over them; a record shall likewise be taken of the sureties names; and if the offender should again offend, the aforesaid head borough and head clansman shall be sentenced to a penalty of 100 blows of the heavy bamboo. As regards those who with intent to insult the weak and terrify the unprotected, the circumstances being clearly determined, and irrespective of the numbers of the aforesaid party, the principal herein shall be treated under the supplementary law relating

to dangerous miscreants, with penalty attached of military servitude on the extreme frontiers full 4,000 li distance; the accessories shall receive a penalty one degree less. Those who were inveigled into joining the party shall receive 100 blows of the heavy bamboo and two months cangue. Soldiers and underlings of official offices attendant such party as aforesaid shall be treated as principals under the aforesaid supplementary law, and every one be sentenced to military servitude. The head watchman of a village or other place who does not report, or who takes the opportunity to bring a false accusation, shall be treated according to the circumstances under the aforesaid supplementary law. The civil or military officials concerned, for laxity in supervision, and for intention to release prisoners after arrest, shall, according to the supplementary law, be reported to the Throne and incur liability to degradation. Villagers who, in forming a religious procession, chance to create a crowd, which disperses once the matter is finished, do not come within this supplementary law. [Revision made in the 15th year of CHIA CH'ING (A.D. 1811) and re-issued 25th year of TAO KUANG (A.D. 1846).]

(l.) VISITS OF DISTINGUISHED PERSONAGES.—On the 19th November 1899 H.R.H. Prince HENRY of Prussia and suite, and His Excellency Sir HENRY BLAKE, G.C.M.G., Governor of Hongkong, arrived from Hongkong, by the s.s. *Wuchow*. Visits were paid to the city and centres of interest, and return was made to Hongkong on the 20th.

On the 5th December 1901 arrived Sir JAMES MACKAY, K.C.I.E., Mr. H. COCKBURN, Mr. J. W. JAMIESON, and suite, of the British Commercial Mission.

On the 26th December 1899 Marshal SU (蘇元春), Commander-in-Chief of the frontier forces, visited the port en route to Lungchow.

Wuchow is not specially a port of passenger transit; Pakhoi is a convenient point of entry; and from the North, *via* Hunan and the Hsiang River (象江) is a much-used way. Foreign tourists—especially with the completion of the railway to Samshui—will, however, certainly tend more and more to make the exceedingly picturesque and comfortable West River trip.

(m.) HIGH LITERARY DEGREES, ETC.—Between the 18th and 27th years of KUANG HSÜ (1892-1901) 46 Kwangsi men have gained the *chin-shih* degree, six have attained to fellowship of the Imperial Academy, and one to the eminence of *chuang-yüan*—LIU FU-YAO (劉福姚), in the 18th year of the present reign (1892). Of the above, two *chin-shih* and two Members of the Academy claimed this magistracy as their home; but Ts'ang-wu, upon the whole, does not show any particular literary fertility, and I cannot find that it has ever produced first honours. Kweichow, with a lesser population, compares not unfavourably with Kwangsi—it has produced, within the above period, a *chuang-yüan*, nine *han-lin*, and 43 *chin-shih*; and, from the four tests held in the time, Kwangsi and Kweichow have therefore supplied two of the first scholars of the Empire, Szechwan one, and Kiangsu one. Kweilin has been a renowned literary centre for ages past, and there would seem to be much truth in its adage, 山水秀麗 ("Even the landscape itself shows refinement"); it is, in fact, a literary centre of high reputation. It was within the dependent magistracy of Lin-kuei (臨桂) that Mr. LIU was born, some 35 years ago, his father being a notary. He had a distinguished academical career, becoming *hsiu-ts'ai* in the 13th year of the present reign (1888) and proceeding at once to the doctorate; he thence

became a Deputy Examiner (副主考) and was (at all events until lately) engaged at the Academy. From this district, in the 14th year of KUANG HSÜ (1889), came one other *primus*—CHANG CHIEN-HSÜN (張建勳).

(n.) LITERARY MOVEMENT.—There has been no "Revival of Learning" period, but there have been several far-reaching changes—such, for example, as, under Imperial sanction, an arrangement of educational establishments into primary (小學堂), secondary (中學堂), and collegiate (大學堂), according as they are in magistracies, prefectures, or form one of the four larger seminaries in Kweilin just to be referred to. Scholarship, generally, has maintained a literary equanimity. Kweilin is the centre for these matters; next, Wuchow; then, perhaps, Ping-lo (平樂).

In Kweilin are the following colleges (*supra*): the Kuei Shan Shu-yüan (桂山書院), the Hsiu Feng Shu-yüan (秀峯書院), the Hsuan Cheng Shu-yüan (宣成書院), and the Ti Yung Hsiao Tang (體用學堂). For the second degree, examinations are held in the first named; for the preliminary degree, in the Hsiu Feng establishment; and foundationers are examined in the third mentioned, while in the Ti Yung Hsiao Tang graduates are allowed to read and work, deserving members being provided with an allowance (膏火). Attached to this latter establishment is an extensive library, and, I may add, simple lessons in English are also here given. Funds for the upkeep of these foundations are supplied by the Board of Reorganisation (善後局) in Kweilin, and each college is supervised by a resident president, of literary reputation, appointed by three chief provincial officials in consultation.

The collegiate establishments in Wuchow are the Ch'uan Ching Shu-yüan (傳經書院) and the Feng Tai Shu-yüan (鳳台書院), in each of which are some 40 apartments for the living-rooms of the fellows and scholars. The college first named has a varied library, from which volumes may be borrowed free of cost; this was established during the reign of the Emperor K'ANG HSI (A.D. 1662-1723), and in the 16th year of the present reign (1891) the then Governor ordered the transference of many volumes from Kweilin hereto. Graduates of the five districts of Wuchow are entitled to use the college. An essential condition for those "on the foundation" of these colleges is submission to a monthly examination by the Prefect, the local Magistrate, and the college president; and, at this moment, discursive compositions upon a given theme (策論) are preferred to the former explanatory essays (文章). From 4½ to 9 mace is allowed foundationers; this is styled *kao-huo* (膏火) (*supra*). Prizes—5 mace to 7½ 3—are also given. Funds for the maintenance of these colleges partly come from forfeitures, and deficiency is looked to by the Prefect and Magistrate. The Feng Tai College, I might add, was opened during the reign of the Emperor TUNG CHIH, of the present dynasty (A.D. 1851-62).

The desire for the knowledge of the literature and experiences of other countries is more and more gaining ground—especially is this the case in the provincial capital. I am informed that the Church Missionary Society intend starting a reading-room there, and that among their present sales it was interesting to observe that a work on universal history (illustrated in the Foreign manner) sold best. Books on Foreign medicine are in demand, and also those on geography, while among other publications in much request are those of the Society for the Diffusion of Christian and General Knowledge, Shanghai. There is, further, a considerable official book dépôt (官書局), which supplies works to the various prefectural *shu-yüan* and

also to officials. Here we have the Chung Hsi Hsiao Tang (中西學堂)—a school for the teaching of both Chinese and Western subjects. In a congested part of the town, it strikes one as being really well housed, and there is no lack of space, whether for work or for play. The school hall measures about 40 feet square, with more than proportionate height, while the furniture consists of the ordinary modern composite desks and forms, with a blackboard and dais for the master. This institution is supported by voluntary contributions from local officials and merchants, and each pupil, on entrance, pays \$5 towards the purchase of books and stationery. The Foreign curriculum is not extensive—simple English composition and speaking, and arithmetic, in which latter great capacity is shown. The local Magistrate acts as rector. The instructors are variable, both in quality and quantity—one, as a rule, deals with the Chinese course, and the other takes Foreign arithmetic and ordinary colloquial and documentary English.

(c.) ORDINARY LITERARY DEGREES, ETC.—The number of *chü-jên* allowed to this province at the ordinary provincial examinations is 51, and at examinations of grace (恩科) 56. Nine *proxime accessits* (副榜) are also allowed. The number of *hsü-tsai* allotted to the various prefectures in the province at each examination is as follows:—

Kweilin-fu	162	Hsunchow-fu	79
Liuchow-fu	116	Nanning-fu	111
Ch'ing-yüan-fu	80	Tai-p'ing-fu	106
Sai-ên-fu	91	Chên-an-fu	22
Sai-ch'êng-fu	20	Yü-lin-chou	87
P'ing-lo-fu	124	Po-sê-ting	10
Wuchow-fu	103		

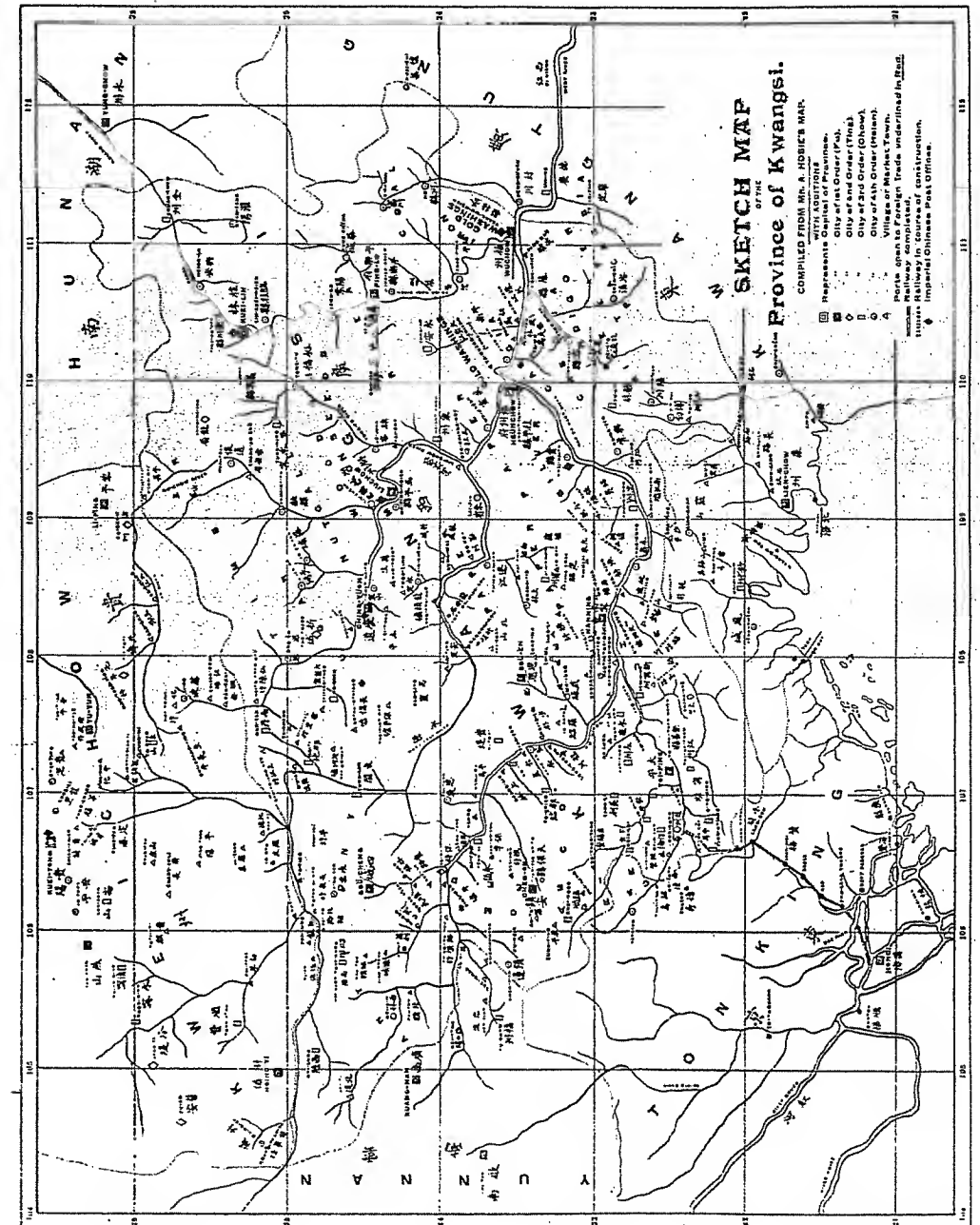
At the last ordinary examination for the preliminary degree 24,310 candidates presented themselves; this, I am told, is the highest number recorded, and shows a per-centage of passes of but 5 per cent. The eldest candidate was aged 70, and the youngest 13.

At the last examination for the second degree, the subjects were three compositions with suggestions from the "Four Standards" (四書), five compositions from the "Five Chronicles" (五經), and five essays upon general subjects, such as government, official business, affairs of the moment, management of the Yellow River. The suggestions taken from the "Four Standards" were as follows:—

- (i.) "When winter comes, it will be observed that the last to shed their leaves are the pine and cypress" ("Lun Yü," 子罕).
- (ii.) "Broad-mindedness, generosity, open-heartedness, and mercy—such are the attributes of forbearance" ("Chung Yung," chapter 2).
- (iii.) "Not to eat the bread of idleness—what greater than this?" (MENCIUS, 盡心).

The theme for the verse was, "In person we cannot follow the standard of the Sun and Moon"; this to be of eight couplets, with five characters to a line. Some 6,000 candidates presented themselves—a pass per-centage of rather under 1.

* No doubt suggestive of a spirit of loyalty indicative of a desire to accompany His Imperial Majesty upon the journey to Hsi-an. Taken from verse by Prefect Li, of the T'ang dynasty (B.C. 620-907).



Certain females receive education in a private and informal way, following the usual course, and without a special instructor. I have heard of no TS'UI YING-YING in this province. The labours of missionaries in this connexion will be referred to under (v).

(p.) PHYSICAL AND GENERAL DESCRIPTION OF THE PROVINCE, ETC.—Extending from latitude 21° to 26°, and longitude 105° to 112°, the province comprises, in all, an area of 78,250 square miles. From east to west it stretches, at its most, some 400 miles; from north to south its extreme width is some 300. It is bounded on the north-west by Kweichow, on the north-east by Hunan, on the south-east by Kwangtung, and on the west by Yunnan. It is, from the geographer's point of view, a mountainous region sloping up to the north-west, and has been aptly likened to a tilted dish-plate. In the centre and to the east lie plateaux averaging 500 to 800 feet above sea-level. The whole character is mountainous, especially to the north and west; high ranges likewise separate it from Tonkin to the south, and from Yunnan to the south-west. But, in a general way, there are few ranges, and merely a succession of individual heights—connected, though with sudden declivities between each.* These eminences, on the average, vary between 800 and 1,200 feet in height. The chief succession of heights are the Yao-shan (姚山), the Ping-t'ien-chai-shan (平天寨山), the Li-ting-shan (禮定山), and the K'un-lun-shan (崑崙山)—the first-mentioned range is said to stand 3,000 feet above sea-level; but towards the Kweichow border lie ranges lesser in extent, perhaps, but standing 6,000 to 8,000 feet.

The rivers consist of the trunk river—the West—and its branches, already incidentally alluded to under (a). I now proceed to discuss these in greater detail; and herein there is some complexity in the individual names by which the streams are known. Of the West River, it is to be observed that it is only known by that name so far as Hsunchow-fu, at the junction of the Nan-chiang and Pei-chiang. The former tributary is styled the Yu-chiang (右江), with reference to its direction at its junction above Nanning with the Tso-chiang (左江), similarly so named, and which descends from Lungchow. Upon the Yu-chiang lie such towns as Nanning and Kweihsien (貴縣). The Pei-chiang is itself resultant on the confluence of the Liu-chiang (柳江) and the Hung-shui-chiang (洪水江), between Wu-hsian-hsien (武宣縣) and Hsiang-chou (象州). The first of these streams takes its rise in the mountains of Kweichow; the latter comes from Yunnan, waters the north-east of Kwangsi, and flows in its upper reaches between considerable heights. The lesser branch of the West River, which passes Nanning and ascends in the Po-sé direction, is navigable for large Native craft as far as this latter town—some 700 miles from Canton; lesser vessels can reach Pa-ai (剥隘), 30 miles further; and craft drawing not more than a foot can ascend within the magistracy of Hsi-lin (西林). From Pa-ai there is a road to Kuang-nan-fu (廣南府), and thence to Yunnan-fu; in the other direction, *via* K'ai-hua-fu (開化府), there is access to Mengtaz. Along the routes radiating from Kuangnan-Yunnan will be met many caravans with tin and copper to be bartered for Foreign goods. Po-sé is thus, in this connexion, a centre of great importance, and has, over and beyond the routes mentioned, touch with Kweichow and with Yunnan in the Lo-pin-chou direction. Just in the same way as the lesser branch, the greater is navigable

* "La Province du Kouang-sy," 1901, by Father REHAULT, *passim*.

for fairly large Native craft (say, of 18 tons), so far as Ta-ch'ang-an (大長安), a large centre to the south of Knei-yuan-bsien (貴元縣)—sampans can even pass as far as San-chueh, in Kweichow. Thus much of the West River and its connexions.

The Cassia River has also been already lightly touched upon (*vide (a.)*). I would add that it takes its rise within the mountains around Hsing-an-hsien (興安縣), and that its characteristic is its rapids. Of these, for the first 25 miles from this port there are none, and they lie more especially between Chao-p'ing (昭平) and Ping-lo (平樂). The Cassia River, by means of a canal (navigable only for small craft), is placed in connexion with the Hsiang-ho (湘河), which likewise takes its rise around Hsing-an-hsien, and, furthermore, is an affluent of the Yangtze.

The Ch'ien-chiang (遷江) joins the West River at T'eng-hsien (藤縣), just above this port, and flows in the south-east of this province. Although its course is somewhat restricted, it allows of communication with Pakhoi *via* Fu-mien and Yü-lin-chou (鬱林州)—one of the richest areas in Kwangsi. It might be added that from Yü-lin lies a mountain route to Hsunchow and Kweihsien—somewhat dangerous, however, by reason of the banditti.

It remains to add a word or two upon routes. An important route is that from Pakhoi to Nan-hsiang (南鄉), a mart of consideration 100 miles below Nanning—a way by which passes heavy merchandise for Nanning and North Kwangsi. Another route from Pakhoi is that of a day's journey to Lienchow-fu (廉州府), thence to Chiao-chou, Hsiao-chiang, Fu-wang, and so to Kweihsien, in six days. Again, from Lienchow lies a junk route to Wu-li (吳里), thence by Ling-shan-hsien (靈山縣) to Nan-hsiang. Then, again, lies a way from Pakhoi to Nanning *via* Yamchow (欽) and Hsiao-tung, and this route, though mountainous, is shorter than that immediately foregoing, and lighter merchandise commonly passes by it. Further, there is a connexion between Yamchow and Ping-tang, and by this salt usually passes. From Ping-tang merchandise radiates to every quarter, and especially towards the north. Nanning is a natural centre, and *via* Pin-chou (賓州), Liuchow-fu, and the Yung-fu-ho (永福河) Kweilin is reached in 12 days. From Nanning, and again *via* Pin-chou, where it divides off, and thence by the Hung-shui River and Ch'ing-yüan (慶遠), is a connexion in 15 days or so with Kweichow. By Ch'ê-t'ang, not far from the river just mentioned, and five or six days from Nanning, there is an additional route to Kweichow. Again, there is a connexion between Yamchow and Kuang-nan-fu (廣南府), in Yunnan, *via* Hsiao-tung, the Tso-chiang, and the frontier town of Hsiao-chên-an, in a poverty-stricken area. Yamchow has, moreover, touch with Lungchow in eight or nine days.

The temperature shows a great range, frequently falling considerably below freezing-point in the winter, for some weeks, in the high north-west—and even occasionally so in the same period in the south, adjacent to Tonkin,—while upon the mountains separating Kwangsi from Tonkin snow is occasionally to be seen. On the other hand, the mercury frequently rises above 100° F. Locally, the temperature varies from 101° F. in summer to 32° F. for a few hours in winter, when thin ice forms in the shallower pools and white frost is abundant in the early morning. For six weeks—January until the middle of February—the cold is particularly emphasised by the northerly winds, which set in in October and continue until March. I append a table showing

the average maximum and minimum temperatures at Wuchow each month, so far as our records permit:—

MONTH.	Maximum.	Minimum.	MONTH.	Maximum.	Minimum.
	° F.	° F.		° F.	° F.
January.....	79	34	July.....	96	72
February.....	89	40	August.....	101	73
March.....	84	39	September.....	96	65
April.....	92	50	October.....	94	56
May.....	95	61.5	November.....	91.5	43
June.....	96.5	69	December.....	82	40

The seasons consist of a dry and pleasant winter, during December, January, and half of February; a chilly interval, with rain, preceding spring, lasting until mid-March; a gradually warmer period, with rain, which may be called spring, lasting until early May; a period of heat, extending from May until the beginning of October, with tropical and torrential rains at intervals during May and June, together with bad thunderstorms during midsummer; and a gradually cooler and dry autumnal period, concluding towards the end of November—at this period occur vicious thunderstorms with vivid and dangerous lightning. The climate, of course, differs greatly with the locality: Wuchow, by comparison with Kweilin, is humid—nor is it, I am told, as cool as the latter city, pleasant northerly breezes there prevailing during the summer months; Nanning, Ho-hsien, and Liuchow are also reckoned healthy towns. (*Vide* also Appendix No. 9.)

The population of this province is estimated at 9,000,000, the most populous centres being Kweilin, with an estimated population of 120,000; Wuchow-fu, with 70,000; Liuchow-fu, with 50,000; and Nanning-fu, with 100,000. Besides these chief towns, there are also the not unimportant centres of Yü-lin (鬱林), Ch'ing-yüan (慶遠), and Konghao (江口), the last of which may be styled the "Farmyard of Kwangsi." The province, for administrative purposes, is divided into two intendancies—the Tso-chiang (左江) and the Yü-chiang (右江), *i.e.*, roughly, the country lying to the left bank of the West River and that lying to the right bank. There are, further, 11 prefectural subdivisions, *i.e.*, Wuchow (梧州), Kweilin (桂林), Liuchow (柳州), Ping-lo (平樂), Ch'ing-yüan (慶遠), Nanning (南寧), Chên-an (鎮安), Hsunchow (潯州), Tai-p'ing (太平), Ssü-ch'êng (泗城), Ssü-ên (思恩). Besides these, there are two independent departments (直隸州), 42 departments (州), two independent sub-prefectures (直隸廳), two sub-prefectures (廳), and 52 districts (縣) (*vide* Appendix No. 11).*

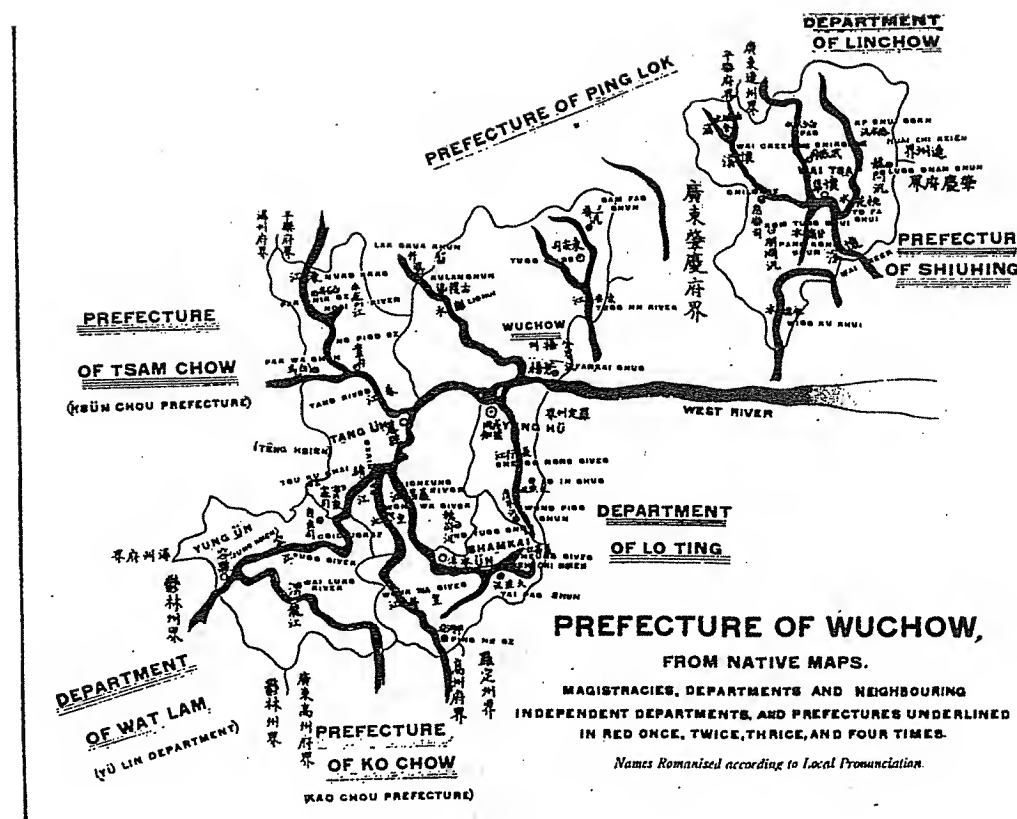
Among races there are three principal classes—indigenous races, the Cantonese, and the Hakkas. The indigenous races bear different names in varying localities. In the south, especially around Tai-p'ing-fu (太平府) and Lungchow, are the T'u-jên ("Men of the Soil");

* I might incidentally remark on the possible trace of feudalism existent in the institution of *t'u kuan*—hereditary official rank, passing from father to son, granted for services rendered in time of war, and giving a fief-like authority over *t'u-chow* (土州) and *t'u-hsien* (土縣), aboriginal departments and districts. Especially are such officers to be found in the prefectures of Tai-p'ing and Ch'ing-yüan.

in the north-east these same bear the name of Chuang-k'on (莊口), and to the west and north-west they are still otherwise known. The T'u-jên race resembles the Annamites, and covers two-thirds of the province. The Cantonese are chiefly to the south and south-east; and the Hakkas, who originally inhabited the eastern portion of Kwangtung, now are to be found everywhere. The T'u-jên have an uncertain history. The structures they live in would seem to point to a more southern origin, yet they may be nothing more than the descendants of the Shantung troops of the famous MA YUAN (馬援). Whatever they may have once been—beyond their language (and their women in the north-west, who still preserve their national dress), they are now to all intents and purposes Chinese. They are timid and bishulous and unenterprising—beyond agriculture, leaving all to Cantonese and Hakkas, and agriculture the women attend to. There are, further, two other races of whom scanty remnants remain—the Miao-tzû (苗子) and the Yao-jên (瑶人). The Miao are divided into tribes according to the colour of their dress—the Black, White, Blue, Red, the Flowery, those of the colour of the pie (鷓鴣), and the Lung Miao (龍苗). The Imperial Government distinguish, in broad terms, two classes of this race, i.e., the Wild Miao (生苗) and the Civilised or Domesticated Miao (熟苗). The Black Miao cover the tract to the north and north-west of Kwangsi adjacent to the Kweichow frontier. It is they who exploit the enormous pine forests which cover the mountains in this quarter, and their chief concern is with agriculture. They have no persuasion hut that of fate; they have no sects nor places of worship, though at the entrance of each village will be found a tree, of great size, which is held of sacred character, and within which the presiding genius of that particular village is considered to reside. The Yao are the aborigines of the Two Kwang, and they have preserved a measure of independence in the somewhat inaccessible heights near Hsiang-chou (象州), Hsiu-jên (修仁), Yung-an-chou (永安州), and Ping-nan-hsien (平南縣), which lies some few days journey from Kweilin. Of these people there are several tribes, with varying languages and dress, e.g., the Kua-lan, the Mau-t'ou, the Chan-tzu, the Pan-yao, etc. Among them are the Ch'ang-mao-yao (長毛猿), who do not wear the tonsure. They have an elected chief, and under him secondary ones. There is no specific kind of writing known among them; some can read and write the Chinese character, and speak that language according to the neighboring dialect. They are crude tillers of the soil, and have no special industry nor trade centres; hence they descend to the plains with their tea, mushrooms, medicinal herbs, and what not, and barter for what they require. While many of their customs are not admirable, this much must be said for them—infanticide is not common.

The commoner diseases affecting Natives are small-pox, in December, January, and February; cholera, in the spring; typhoid fever, in February and in the summer; bubonic plague, from April until September, and, during the same period, measles, whooping-cough, acute rheumatism, anthrax, tetanus, and puerperal septicæmia; malarial fever, epidemic in the æstivo-autumnal season, is endemic throughout the year.* Leprosy exists in the town of Wuchow and neighbourhood, but not, so far as can be judged, to an alarming extent, and the cases have mostly been of the anæsthetic type. Lepers are allowed to dwell among their

* Dr. R. J. J. MACDONALD, in Customs "Medical Reports."



own people long after the distinct development of the skin and nerve affection, and only on spontaneous amputation of digits or leonine expression of countenance are they banished from their surroundings. Dyeentery is especially common around Po-sé and towards the frontier of Kweichow; Po-sé is, indeed, no healthy place, more particularly between July and October, when an excessively damp heat follows the rainy season. In the north-west goitre is much met with—explained by some as being due to the considerable chalk deposits in that region. (For comparative view of diseases among Foreigners, *vide* Appendix No. 10.)

The geological formation around this port, to a layman, appears to be of red sandstone and limestone, ferruginous conglomerate—a formation commonly occurring throughout the province. An expert has said that the surface consists of decomposed marl and granite, and that underneath is chiefly rock of limestone formation. Limestone formation certainly starts half-way up the Cassia River, and a feature of the upper reaches of this stream consists of detached limestone and marble bluffs. A further marked peculiarity of this river, in its higher reaches, is its exceeding clarity—bamboo chips and shavings thrown from boats show up white at its bottom (the increasing presence of lime in solution may, no doubt, be the reason). From the general point of view, a granite chain divides Kwangai from Kwangtung. Originating in Tonkin, this chain follows its bent until cut by the principal branch of the West River; then, turning in a north-easterly direction, it passes down stream to Hsunchow-fu (潯州府) by the central branch of the main river. That portion of it adjacent Tonkin is known as the "Range of the Hundred Thousand Mountains," by reason of the numerous eminences. According to Captain DE FLEURAC, the geological formation of the province is parted into two well-defined formations in the vicinity of Nanning—to the west calcareous, and to the east argillaceous.

The minerals chiefly met with (*vide* Appendix No. 12) are gold,* silver, lead, iron, antimony, and coal; and latterly I have heard of platinum. Silver mines have been opened at the following places, among others—T'ien-p'ing-shan (天平山) (near Kweihsien) and Kuei-p'ing-hsien (桂平縣) (Hsunchow). "The precious metal is found and worked in two places in this district, . . . namely, Chiu-hsing-wei and Tung-an; it is also known to exist at An-p'ing-ssü, likewise in this district, and on the borders of this and the neighbouring district of K'ai-chien, in the Kwangtung province; it is washed on the banks of the Fu River, and at Ho-p'ing and Tai-p'ing, on the banks of the stream which enters the West River at Méng-chiang, in the T'eng-hsien district; it exists in the district of Chao-p'ing and in the sub-department of En-yang."† Iron is mined in many places, and especially at Kuan-yang-hsien (灌陽縣). Coal is extracted more especially at Ho-hsien (賀縣), Fu-ch'uan-hsien (富川縣), and Kuan-yang-hsien—also in the Po-sé direction, and very largely indeed in the vicinity of Nanning; a good quality also comes from Yung-an-chou (永安州), three days by creek from Mong-kong (潯江), 60 miles up river. Tin is mined for around Ho-ch'ih-chou (河池州), in the north-west. The tin exported from here chiefly comes from Patpo, on the Ho-hsien (賀縣) River and in the district of that name. The natives bring it in dribblets, i.e., in the form

* There are disused quarries, commonly said to be remnants of gold mines, in a ravine along the Golden Cock Creek (金雞溝), two-thirds of a mile to the east of the Commissioner's house.

† Wuchow British Consular Trade Report, 1897.

of sand, and it is sold or bartered for provisions, etc., the price working out at about \$25 per picul. The smelted product is sold for about 77a 58 per picul. The metal is nearly pure, being unalloyed, and is given the form of round ingots, about 20 catties by weight each.* Sulphide of antimony is found around Nanning and thence to the north-west.

I may here be permitted to quote somewhat from the Provincial Annals (廣西通志) and the Local Annals (蒼梧縣志)†:—

"Silver is yielded by the Chiao-mu range (蕉木山) and the Chien-shan range (尖山嶺), Ho district (賀縣); likewise by the Ch'a-hsi range (茶峒山), Li-p'u district (荔浦縣).

"Tin is smelted in three places—Ho-chou (賀州), Fêng-shêng district (馮乘縣), and Fu-ch'uan district (富川縣); also in Tung-yü (東遊) and Lung-chung (龍中), to the north of Lin-ho district (臨賀縣). The natives in these places make a livelihood by collecting the fragments of ore, smelting them, and so getting the tin. Tin is usually found in Ho district (賀縣) and Fu-ch'uan district (富川縣). The 'Chiao Nan So Chi' (饒南瑣記) states that the metal is a product of the Two Kwang, and that the outpnt of the Ho district (賀縣) takes the first place for quantity.

"Copper smelting is carried on at Chü-shan (橘山), in Ho district (賀縣).

"There is iron in Tung-nan-ch'êng-kang (東南程岡) and Pei-ch'ao-kang (北朝岡), in the district of Wu-ling (五嶺), department of Ho-chou (賀州). The iron produced in Wuchow, when smelted, is quite liquid in character, and resembles 'flowing water.' When used to fabricate vessels or ware of any kind it is as thin as paper, but yet will not break or crack; the ware so made is therefore light, handy, and durable. The blacksmiths throughout Kwangsi discover Wuchow iron in the smelted copper, and combine them by pouring water upon them; the result is a metal compound of great strength—one of the finest materials to be found in the world.

"White lead is found in the north corner of the Fu-ch'uan district (富川縣), and at Po-t'u-kang (白土坑), in Lung-p'ing district (龍平縣). It is found in pits, in the form of a white and greasy soil, and the natives collect it for mercantile purposes. The product is yielded in inexhaustible quantities, and is used by the women of the Two Kwang to whiten their faces.

"Native gold is found in the sandy soil of the fields and moors of Tung-shan (銅山), to the south-west of the province. It is to be found also in caverns; but will be sought for in vain in mines. The natives make a livelihood by digging in the sand, from which the (auriferous) earth naturally separates in grains—some as big as barley, the smaller more like cuttings of barley cakes. These can be smelted down, and possess a light yellow colour. To reach perfect purity, the product needs re-smelting; but by the process 20 or 30 per cent. of the metal is lost. After smelting, the metal is styled 'refined gold.' Native gold is found in Jung district (融縣), I-shan

* A Welyüan, who has lately been in the Fu-ch'uan (富川) district, states that there is there a vein of tin 77 li in width (east and west) by 100 li in length (north and south). The district is largely inhabited by Yao-jên with Ming traditions, and attired in the costume of that period.

† The names of the localities are, for the most part, ancient and obsolete, and refer chiefly to the present Ping-lo prefecture (平樂府).

district (宜山縣), Chao-p'ing district (昭平縣), and Têng district (藤縣), along the banks of rivers, and in hill or mountain caverns. Gold digging is carried on in the streams and valleys of Nanning (南寧) and Annam (安南). In these places the precious metal is found in most abundance. Yung-an-chou (永安州) is divided from Annam by a stream; and geese and ducks and other water birds, flying to the Annam bank, and there feeding, have been known to return to Yung-an (永安) and, on excretion, gold has been found in their dung! No gold is to be found on the Kwang bank of the river. In general, gold other than from mines is found sand-like in the soil—the small grains resembling barley cake; the larger, beans; and the largest, the finger-nails. These varieties all go under the one general name, 'native or crude gold.' In time past the people of Chiang-nan (江南) presented the King of Chao-han (趙韓) with pieces of gold the size of melon seeds; this was in the same category as the above described. Gold bits the size of a fowl's egg have even been found, and such are styled 'mother of gold'—wealthy, indeed, will be those who secure such!

"Lead, in the form of globules, comes from the Hung-hua range (紅花嶺), Yen-ching-lu (沿井潞), the Fêng-huang range (鳳凰嶺), and the Shih-tzü range (獅子嶺)—Hsüan-hua district (宣化縣). At present only the Lu-shêng range (潞生嶺) yields plumbago, which is, however, not fit for smelting and for the manufactures.

"Copper is found in Nanning and Chou-tung (州銅), of the Yu-chiang intendency. The ores may be obtained by digging down several feet deep. The savage races of the south have ever been fond of using copperware or brassware. Tzu-jan-tung (自然銅), i.e., native copper, resembles the lead obtained from stone cuttings, and is found in gorges and mountain rocks. It is sometimes angular, sometimes circular, in appearance; and in colour, it is green or yellow, resembling ordinary copper.

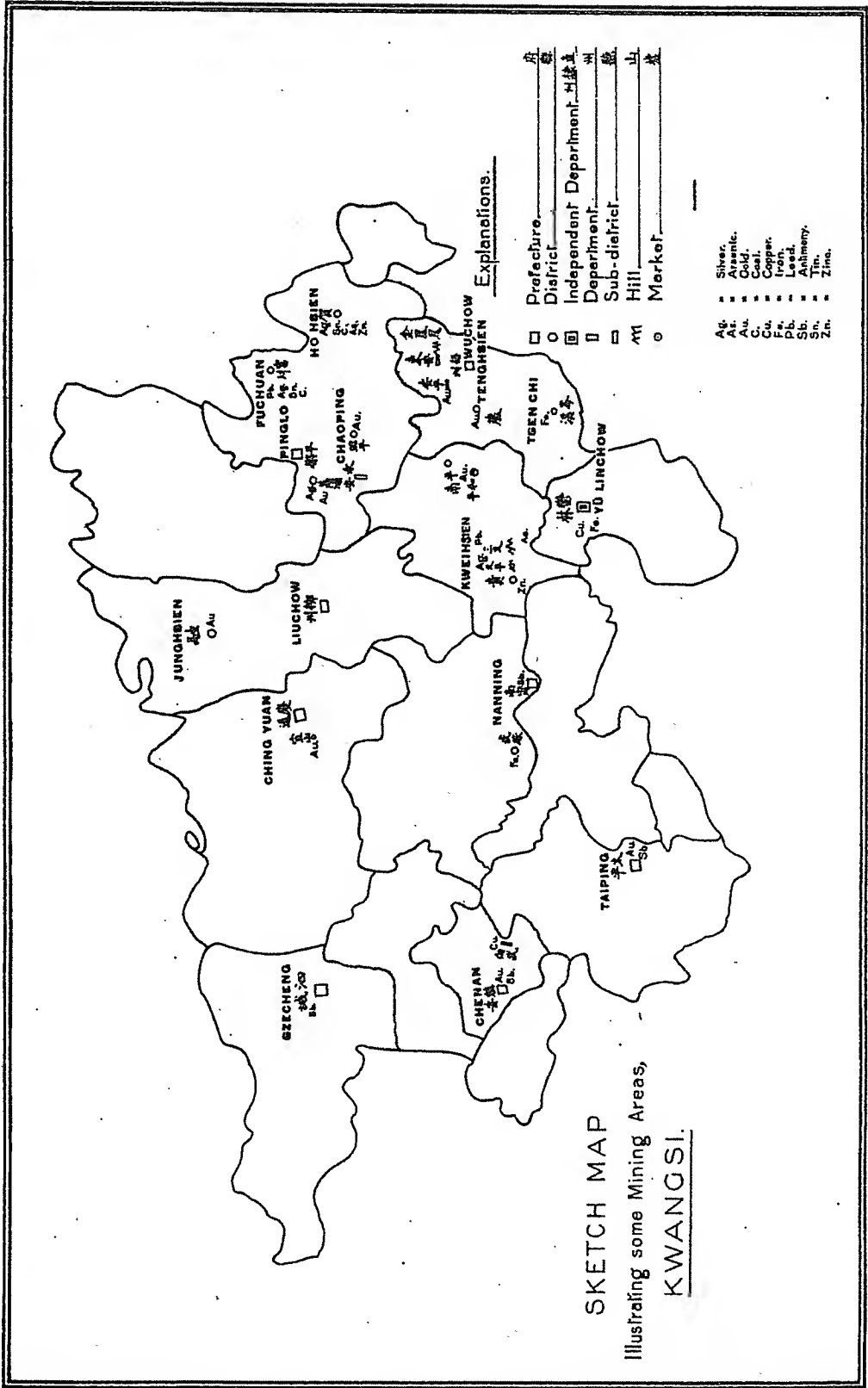
"Malachite is a compound or mixture of copper, found in the copper-producing areas of the Yu-chiang; it adheres to rocks, and is of the nature of stone—hence its name. It may be used for drawing purposes, and also for house decoration. In another form it is brittle, and in bits resembling small pieces of clay—this form is styled *ni-lu* (泥綠); in quality it is the poorest of all, as it is the cheapest in price. It is not much used by man.

"Azurite comes from Hêng-chou (衡州) and Yung-chou (永州), in Hunan; Shao-chou (韶州), in Kwangtung; and Nanning (南寧), in Kwangsi. It is a compound of copper, and accumulates in mountain gorges and caves. Its green colour is delightful and most pleasing to the eye."

While the country in Eastern Kwangsi, as a whole, is rocky, and not especially adapted for agriculture, the occasional great plateaux and the numerous valleys and river banks—fertilised by annual immersions and tended with much ingenuity and economy—yield paying crops of rice, wheat, maize, millet, huckwheat, etc., and have earned for Kwangsi the title of "The Granary of Kwangtung." Especially rich are the districts around Kweilin, Yü-lin-chou (鬱林州), Hsunchow (潯州), and Kweihien (貴縣). The mountain sides are, for the most part, uncultivated, and the forests with which they were once clothed have vanished—resultant in great part on the Taiping Rebellion. Locally, the side upon which the city stands is as bare as the mountains in the moon; but immediately opposite is a great contrast, and there will be found tropical vegetation and

the choicest walks—as pretty as any in Devonshire. There is likewise much sugar cane grown in the basin of the West River. This is “very widely cultivated in Kwangsi, and three kinds of sugar are manufactured—white, brown, and candy. The great centres of export are Po-sé, Lungchow, T’ien-chou, Nanning, and Yung-shun, which utilises the southern branch of the West River; and Ch’ing-yüan and Liuchow, on the Lung-chiang, the northern tributary of the Hung-shui or Wu-ni River, which joins the southern branch at Hsunchow.”* Cotton is grown in the north-west, also sorghum, sesamum, tobacco, and tea. There are likewise considerable plantations of white nettle and of camellias, from the latter of which an excellent oil is expressed. The poppy is more especially grown along the banks of the West River towards Po-sé, where it will be found alternating with wheat fields. The betel-nut is only met with on the Tonkin border, as also gambier. Rice, which has been incidentally alluded to, stands in this connexion generically for several kinds, differing, in a general sense, according as they are planted on low-lying flooded soil or upon dryer tracts; for example, besides white rice, there is black—a glutinous kind used much in confectionery and in wine distillation. Among vegetables cultivated may be mentioned the Chinese cabbage, turnips, various varieties of gourds and melons, peas, potatoes (in small quantities, and to the north-west frontier of Kweichow, Tonkin, and Yunnan), the taro, and yellow peas (from which a kind of white cheese is made); then there is the onion, garlic, celery, senry (the leaves of which are much used in the kitchen), camomile, beet-root, chicory, parsley, lettuce, bamboo shoots, mushrooms, ginger, etc., etc. Of fruit-bearing trees, there is the wild vine (bearing a black, sour grape), the peach, the plum, the pear, the medlar, the papaw (*Carica papaya*, L.) (*post*), the bread-fruit, the orange, the fig, the pomegranate, the lemon, the banana, the lichee (*Nephelium litchi*, CAMB.)—the best coming from Ku-fêng (古風)—the mango, the wild strawberry, the pumelo (*Citrus decumana*, L.)—the best from Jung-hsien (容縣); the leaves of this tree are steeped in water and used to souse small babies with,—the mulberry, the walnut (in the north-west), the huangpee, the loquat (*Eriobotrya japonica*, L.), the lungngan, the carambola (*Averrhoa carambola*, L.), and (a speciality of Hsi-lung-chou (西隆州), to the north-west) the crab-apple (山楂). The jujube tree is also found. “The ovoid cardamom (the fruit of *Amomum medicine*, Low.) is, like aniseed, a native of South-western Kwangsi as well as of Tonkin. The centres of export by the West River are Nanning and Po-sé. Cardamoms are used chiefly in medicine.”* Of timber trees may be enumerated especially the pine and the fir—these two in great quantities around Linchow and Ping-lo, and of which some passes from Kweilin *via* the Cassia River to this port and thence to Canton, and some *via* Hsunchow up to Nanning, where it is sold and transported to Lungchow. The Wild Miao and Yao usually do the felling in the Liuchow area, which, however, I am informed, has been largely cut away, and now timber chiefly comes from Ku-chou (古州), on the Kweichow border. “Timber is one of the most valuable exports from Kwangsi. Large numbers of rafts pass Wuchow on their way to the Canton province. They are often manned by Miao-tzu, for much of the timber comes from the borderlands of Kwangsi and Kweichow, which are peopled by these aborigines. Timber felled in Kweichow is floated down the Tu-chiang to the city of Yung-hsien, where it is made up into rafts; and so on the Lung-chiang and Hung-shui Rivers, which flow through forest-clad regions. These rafts are made up of barked logs, beams, planks,

* Wuchow British Consular Trade Report, 1897.



and firewood of pine (*shan-mu*); but no scientific investigation of these woods has yet been made, and the probability is that the export is not confined to pine. As a matter of fact, camphor-wood is also exported from Wuchow. Green bamboos likewise leave the port in large quantities lashed in bundles to the sides of junks.* Besides these just mentioned (and merely adding that there are, of course, many kinds of bamboo), allusion must be made to the maple, the ebony, a species of oak, the camphor, the teak, and the mahogany; and among miscellaneous varieties may be mentioned the cotton tree, the aniseed tree, the cinnamon tree, and the *Aleurites cordata*—from whence comes wood oil (*post*). "The cotton plant (*Gossypicens herbaceum*, L.) is grown in the north of Kwangsi, but in small quantity, and the province generally, like the western provinces of China, would appear to be unsuited to its cultivation. The cotton tree (*Eriodendron anfractuosum*, D.C.) (*supra*) is very common in this neighbourhood, but, although the flowers are used in medicine (as an aperient), I am informed that the kapok, or white silk cotton, is not used even for stuffing—in the Canton province it is utilised for that purpose.* It flowers brilliantly red after the age of three years, and lives occasionally until 200. Medicinally, the fibre is also used as an emetic in cases of opium-poisoning. "*Caryota ochlandra*, HOWE, is not so prominent a tree in Kwangsi as in Kwangtung. Here, as there, the coir is made into rope and coarse string."* The wood, being of some lightness, is also used by Natives for the ends of scrolls. In addition, I must mention the *pi-po* (霧柏), or papaw (*supra*), the small fruit of which is used by children with a bamboo and a spring, after the manner of pea-shooting. Also there is a kind of sweet chestnut tree, the *chui-tsi-shu* (鴉子樹), growing about Kweilin mostly (some of these outside the Ping-ching temple here are said to have been planted 40 years ago); the tree flowers in the 2nd moon, and nuts, sweetish to the taste, appear in the 8th. "The dye plants of Kwangsi are (1) indigo, probably from *Indigofera tinctoria*, L., and (2) the dye-yam (*shu-liang*), the so-called 'false gambier,' the tuberous root of *Dioscorea rhipogonoides*, OLIVER. Both are very widely grown. The former is exported in a liquid state, in wooden tubs, mostly by junk to the Canton province. Dye-yams are also largely exported, and they are used in this and the Canton province for tanning and dyeing Native and Foreign cottons, grasscloth, and silk that lustrous brown to dark brown and waterproof-looking colour so much affected by the southern Chinese in summer. The natural dye is brown, and, if a darker is required, alum or nutgalls are added; and in Canton the juice of green or unripe persimmons is frequently applied as a varnish to the outside of the cloth. That it possesses a waterproofing quality may be gathered from the fact that perspiration does not show upon it, and that to remove dirt only superficial washing is necessary, as the cloth does not absorb the water. The most important fibre-yielding plant grown in Kwangsi is *Boehmeria nivea*, L., from which rhea (ramie, or China grass) is derived. The chief centre of cultivation lies between Wuchow and Kweilin, the capital of the province. . . . Jute (*Corchorus capsularis*, L.) is also cultivated, but not to the same extent as rhea; it is used for making rope and twine."*

As regards the fauna, among domestic animals are to be found the pig, horse, mule, ox, buffalo, dog, cat, chicken, duck, goose, pigeon, turkey, hare, goat, etc. Among wild animals are the tiger (occasionally brought here live, then cut up—the steaks are good eating, if rather

* Wuchow British Consular Trade Report, 1897.

yellow), panther, wolf, bear, fox, stag, jaguar, squirrel, monkey, polecat, otter, porcupine, etc.; and in the mountains more especially will be met many of the serpent tribe—the boa-constrictor, the python (I came across one on a stray walk one day), the spectacled snake, the green snake (a deadly kind), the viper, and numerous varieties of lizards. Of insects, there is, of course, the universal mosquito (one kind—the black—in especial being very aggressive) and the well-known white ant, not to mention other pests, such as spiders, centipedes, and millipedes of all kinds. Of birds, the principal are the sparrow, a species of linnet, the lark, the swallow, the pie, the crow, a species of nightingale, the grey partridge, the quail, the turtle-dove, the wagtail, the yellow-hammer, a species of tomtit, the heron, the stork, the wild duck, and many kinds of water birds.

This is a convenient place to pause for the moment, and add a few words of recapitulation upon certain resources, animal and vegetable, of the province and its vicinity, from a practical commercial stand-point. Such is supplied in Mr. Consul Hosie's Report for the year 1897, and from which I have already liberally abstracted:—

"Cows and water-huffaloes yield hides, horns, tallow, sinews, glue, and leather.

"It is estimated that from 200 to 300 piculs of catgut are annually manufactured in the Ping-lo prefecture, and in the districts of Kuei, Ts'en-ch'i, and Jung, and exported principally to Japan to be used for fishing-lines. It is valued at from Ta 250 to Ta 260 a picul (133½ lb.). It is made from the liquid silk secretion of a silkworm which feeds on the leaves of the camphor tree. When the worm is ready to spin its cocoon, it is removed from the tree, cut in two, and steeped in vinegar for a quarter of an hour. By this means the secretion is sufficiently hardened to be drawn out into strings from 3 to 5 feet in length.

"Lizards are very numerous on the hills round Wuchow, and are caught and exported, living and dried, for use in Chinese medicines.

"Pigs are more abundant than dogs in the streets of Wuchow, and become exceedingly fat. They are sent eastwards in large numbers to the Canton province.

"Sericulture is a comparatively new industry in Kwangsi,* and experts have still to be imported from the Canton province for reeling and other purposes. The banks of the West River in the Canton province are dotted with mulberry plantations, which become less numerous as Kwangsi is entered. Here the mulberry is not allowed to grow into a tree; the sprouts which rise to a height of 3 to 4 feet, and bear fruit, are cut down in November, and fresh sprouts appear in spring and summer. The silkworm eggs are annually brought to Kwangsi from the Shuntak district of Kwangtung. Both white and yellow silk are produced.

"Deer skins are brought down in thousands from the west of the province and exported. They are of tawny colour, and derived from the mouse-deer. They are used in the manufacture of tobacco pouches and other small articles of daily use, being more durable than the ordinary leather. Tiger skins (tigers abound in the province) are occasionally to be seen in the market.

* In the 15th year of the present reign (1890) the Governor instructed that raw silk and silk piece goods from Kwangsi should be exported free, for a period of three years from that date, to encourage an incipient trade. Likin stations here now levy Duties on the above at Ta 3 per picul.

"Star aniseed is called *pa-chiok* ('eight horns' or 'corners') by the Chinese, from the shape of the fruit, which consists of eight seed-capsules arranged to form a star. The tree (*Illicium verum*, Hook. f.) which produces this fruit occupies a comparatively small area, being confined, so far as is yet known, to Tonkin and the south-west of Kwangsi. Aniseed oil is extracted from the amber-coloured seeds. It is alleged that, owing to the destructive method of collecting the fruit, there is a good crop only once in three years. Complaints are made that the oil is frequently adulterated with kerosene.

"The cassia-producing districts of China are situated in the southern borderlands of Kwangtung and Kwangsi provinces, in the south of the West River. The cassia of commerce is the bark of *Cinnamomum cassia*, BLUME; but twigs and buds of the tree are also articles of trade. Although a thicker bark is exported under the name of cinnamon, there can be no doubt that it is the bark of old trees. The market town of Ta-wu, in the Ping-nan district, west by south of Wuchow, is the great centre of the trade, where 50,000 to 60,000 piculs are annually disposed of.

"The fibre of *Pueraria Thunbergiana*, BENTH., which grows here, is not prepared and made into cloth; in the Yangtze Valley this is a considerable industry. In this province, however, the creeper is grown only for its bulbous roots, which are an article of food.

"Nothing comes amiss to the Chinese pharmacopoeia, and it would be idle to give here a long list of the so-called medicinal products of Kwangsi—suffice it to say that they find their way to Hongkong and Chinese ports, and are likely to continue to afford freight to ship-owners.

"Molasses come down to Wuchow from the sugar-producing centres of Kwangsi, principally from Linchow-fu and Ch'ing-yüan-fu, and is used here and in the Canton province for preserving fruits and vegetables, such as dates, ginger, etc.

"Moxa is frequently described as crude camphor, but, although it is a greyish white powder smelling strongly of camphor, it is not derived from *Cinnamomum camphora*, FR. NEES, which is fairly abundant in this province. It is distilled from *Blumea balsamifera*, D.C.; and the centres of export are Nanning and Po-sé. It is a valuable product, costing as much as Ta 200 a picul, and is used in medicine, perfumery, and in Hongkong it is, I understand, converted into camphor oil.

"Nutmegs are derived from *Rhus semialata*, MURR., and are used in tanning and dyeing. The centres of export are Nanning and Liuchow.

"The two essential and most valuable oils of Kwangsi are aniseed and cassia, already referred to; but there are other oils produced in the province which are of no mean importance—they are castor (*Ricinus communis*, L.), ground-nut (*Arachis hypogaea*, L.), rape (*Brassica chinensis*, L.), sesamum (*indicum*, L.), tea (*Camellia sasanqua*, THUNB.), and wood oil (*Aleurites cordata*, M. ARA.). Of these, tea and wood oil are the most important from a commercial point of view, the former being used principally as a hair oil, the latter universally in China where

painting, varnishing, and waterproofing have to be done—Transit Passes point to Ping-lo-fu, between Wuchow and Kweilin (the capital), and Liuchow-fu, farther west, as the chief centres of production and export; it is also brought down from Nanning and Po-sé; so that the *Aleurites cordata* is well distributed throughout the province.

"The materials for the manufacture of paper in Kwangsi are very plentiful, and there is a considerable export of paper from the province. There are two kinds:—(1.) *Sha-chih*, or 'gauze paper,' made from the inner fibrous bark of the paper mulberry (*Broussonetia papyrifera*, VENT.), which may be seen on every hand. This is the *pi-chih* (bark paper) of Kweichow. There are several qualities manufactured; but even the best is poor compared with the product of the same material in Japan. A reference to REIN's 'Industries of Japan,' pages 396-7, will show the excellence of the Japanese *Broussonetia* paper, compared with which the Kwangsi product is coarse. The chief centres of manufacture are the districts of Chien-chiang and Wn-hsüan, and the department of Pin-chon. (2.) *Ts'ao-chih*, or *chu-chih* (straw or hamhoo paper), from the rolled fibres of bamboo and rice straw, is manufactured in the Wuchow prefecture, in the districts of Ts'ên-chi and Jung. This is the ordinary coarse wrapping paper of China, and its manufacture has been described elsewhere.

"Preserves are, practically, Chinese dates (*pai-tsao*), which are preserved by boiling in molasses and dried. They are the fruit of *Zizyphus vulgaris*, LAM., which grows very extensively in the neighbourhood of Wuchow. They are called white dates to distinguish them from the black and red dates of Canton which are imported into this province. The tree is extensively cultivated in Chnng-chon (惠州)."

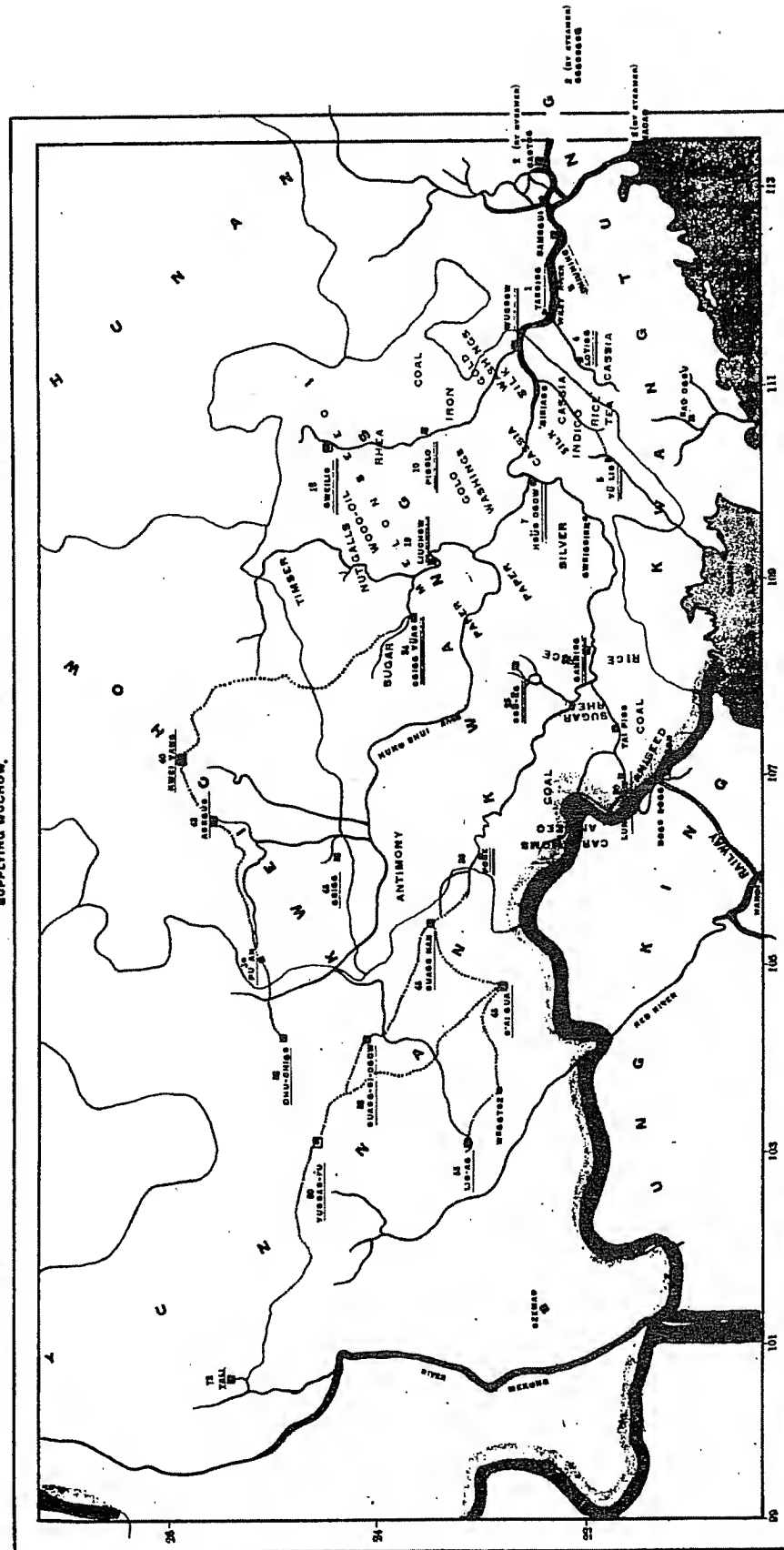
I am enabled to add certain details to the history of liquid indigo and wood oil. The former industry is chiefly pursued in Pei-liu-hsien (北流縣), Jung-hsien (容縣), Tzû-ching-shan (紫荊山), Ta-t'ung-hsü (大同墟), Ta-ni-hsü (大泥墟), Yung-an-chou (永安州), and Chao-p'ing-hsien (昭平縣). The seeds of the *Indigofera tinctoria* come from Kao-yao-hsien (高要縣), Kwanglee (廣利), and Lo-ting-chou (羅定州), in Kwangtung, and are sown in the 2nd moon of each year, the soil being enriched with ashes and manure. In the 3rd moon the young shoots are transplanted, and by the 10th they are a foot in height. The young leaves and stalks are placed in brick vats, with intervening layers of lime, and are soaked in water for a month; the liquid is then drawn off through an aperture in the side of the vat, and is collected into small wooden tubs or huckets containing each 70 catties. The finest indigo comes from Pei-liu-hsien, and a poorer grade from Jung-hsien. The price fluctuates between $\text{Ta } 2$ and $\text{Ta } 5$ per picul. Wood oil is obtained from *Aleurites cordata* (桐樹), which when mature stands some 30 feet in height, has a trunk with a diameter of some 2 feet, and flowers white. The tree is chiefly met with in Liuchow (柳州), Kweilin, Ku-i-hsü (古宜墟), Sha-tzû-hsü (沙子墟), Chao-p'ing-hsien (昭平墟), Yang-shuo-hsien (陽朔縣), and Ho-hsien (賀縣); the finer, which are grown in Ku-i, yield 25 per cent. of oil. The press consists of a hollowed log of hard-wood, raised on brick supports at either end and strengthened with iron hoops. The seeds are placed in the interior wedged between two circular wooden beams fitting within the log; these beams are then punched home at either end by means of wooden mallets, and the resulting oil passes

SKETCH MAP.

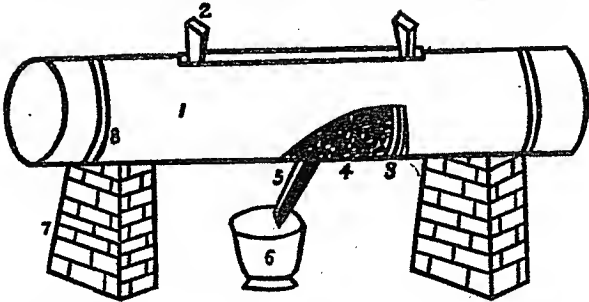
SHOWING THE INLAND DISTRICTS SUPPLIED BY AND
SUPPLYING WUCHOW.

Pieces underlined red are supplied by Wuchow.
Pieces underlined black supply Wuchow.

THE FIGURES OVER A GIVEN PLACE DENOTE THE DISTANCE IN
DAYS FROM WUCHOW (TIME VARIES WITH SEASON).



through an orifice into a bucket placed for its reception. The following is a rough sketch of the apparatus:—



- | | | |
|------------------|-------------|------------------|
| 1. Hollowed log. | 4. Seeds. | 7. Brick pillar. |
| 2. Wooden punch. | 5. Orifice. | 8. Iron hoop. |
| 3. " beam. | 6. Bucket. | |

I append a separate note upon the important salt industry taken *literatim* from memoranda of my predecessor (Mr. A. H. HARRIS):—

The province of Kwangsi is divided into two salt administrative districts (埠), which constitute two monopolies—one which, with centre at Wuchow, includes the Fu River Valley up to Kweilin and Ch'uan-chou, near the Hunan border, is known as the Lin-Ch'uan Fou (陸全埠); the other which, with centre at Wuchow, takes in the West River up to Hsunchow and beyond, up the Liu River to Liuchow, and the district around Ch'ing-yüan, is called the Ta Chiang Fou (大江埠). The right to include the West River up to Nanning is contained in this latter monopoly, but is seldom availed of.

Previous to the reign of the Emperor HSIEN FENG (1851-62) the purveyance of salt to Kwangsi was farmed out in its entirety to monopolists, who were called simply *fou-shang* (埠商), on the principle of "conveyed to traders and disposed of by traders" (商運商銷). The Taiping Rebellion, however, in that reign, proved so disastrous to trade and to order that the monopolists were unable to pay the taxes due to the government or provide the salt. A change was made: the government took over the charge of collecting the taxes, but farmed out the right to import the salt (埠商無力承充改由官督辦招商承運). The highest bidder presumably receives the monopoly, the terms of which are arranged with the Salt Commissioner for the Two Kwang in Canton. The monopolist is bound to import not less than 238,000 hags of salt a year, and pay the taxes on the same—and of this, for the Fu River districts (Lin-Ch'uan Fou) the minimum is 118,000 hags, while for the West River districts (Ta Chiang Fou) the minimum is 120,000 bags; this quantity constitutes *kuan-yin* (官引), or "official permit" salt. But the monopolist is, of course, permitted to import more salt, if he so requires, and for which he receives the usual permits (*vide infra*)—such extra quantities being called *kuo-ngo* (過額) or *ngo-wai* (額外). In addition to the above, there may happen to be—and it is generally to the monopolist's

advantage that there should be—salt remaining unsold from year to year; such salt is called *chi-yin* (積引), is subject to a reduced Duty payment, is sold through a special hong and in retail quantities. The quantity of *kuo-ngo* and *chi-yin* salt depends on many considerations, not the least of which is the success of the salt smugglers—the less smuggled salt there is, the more legal salt is required and the more the monopolist benefits.

The western coast of Kwangtung produces all the salt supplied to the Two Kwang;* but the use of the Swatow scale (*vide infra*) seems to point to this district as a chief producing centre. It is commonly understood that the syndicate (*i.e.*, the monopolist) purchases the salt in the Canton wholesale market at the cost of about 7 cash a catty. Licensed salt dealers in Canton procure a permit from the Salt Commissioner to import so many bags of salt, the permit being valid for a period calculated to cover the time required to convey the salt from the producing district to the capital; but, in fact, the actual time required being much less, the permit is used to procure salt from non-government centres (Ch'ao-chon, Kumchow, etc.), which salt is brought by other routes to Canton. When the period of validity has expired, the permit is presented, with the authorised amount of salt, at the official salt barrier, and is there cancelled.

As regards transport, salt is conveyed from Canton in a special class of boat, carrying from 500 to 1,500 bags (or, say, 1,000 piculs and upwards), and a period of 90 days was formerly allowed for the journey between Canton and Wuchow; but at the present time these boats are generally towed by steam-launches, taking, say, five days. Each boat carries a permit issued by the Salt Commissioner at Canton, and on arrival at Wuchow, the permit is presented to the salt office—Kuan Chu (官局)—here and cancelled. The salt is officially detained till sold, the monopolist's representatives (the Knng Tang), here being responsible for Duty and other payments. After payment of Duty, a certificate is given which exempts the salt from further Duty, and only Likin payment thereafter is required—and for this latter the Likin office issues a receipt, the form being a general one and covering any goods.

The salt junks that convey the salt to Wuchow are not owned by the monopolist, but are chartered to carry a certain number of bags to Wuchow—freight, etc., of Ta 0.12 per bag being paid. The charter includes an arrangement for a detention of 30 days at Wuchow, within which time the salt carried would be sold; if not, demurrage is payable. The carrying trade would seem to be a very lucrative one: the salt junks are the best kept and best preserved boats on the river, and after their cargo has been discharged the boats appear to be in no hurry to return to Canton. Their return freight is firewood only. These junks are fully manned and well armed, and quite capable of repelling all ordinary attacks of robbers or pirates *en route*.

Salt is sold here for 22 to 26 cash a catty, but largely consists of *chi-yin* salt and captured smuggled salt (this latter kind being sent here and stored and sold in the Fu River from an office called the Hung Pai, "Red Pontoon"; furthermore, such salt being subject to reduced official charges). It is sold in inconsiderable lots to hawkers and small shops, who—for the inland and up-river districts—are, curiously enough, large purchasers; and one special salt

* Canton Decennial Report, 1892-91.

hong has the oversight of the sale. The other salt commission hongas do not purchase these two kinds for their patrons in the province. *Bona fide* smuggled salt must also be largely included in what is placed on the local market.

Salt for the interior cities and towns is purchased on commission by one of several salt hongas, locally styled *p'ing-ma-kuan* (平碼館), *i.e.*, general brokers or commission merchants. The *p'ing-ma-kuan* have two public offices—one the Ning An Tang (寧安堂), which superintends all business up the Fu River, and the other the Yung An Tang (永安堂), which superintends business with correspondents up the West and North-west Rivers. The *p'ing-ma-kuan* are all general dealers, but only a few have the right to deal in salt. They charge a commission of Ta 2 per 100 piculs of salt, *i.e.*, per 10,000 catties.

The charges, etc., incurred between here and Kweilin are as follows, per bag of 220 catties:—

	<i>Ta</i> m.c.c.
Wuchow Duty (西稅銀)	0.3.0.5
" Likin (釐金)	0.3.3.0
Chao-p'ing (昭平) examination fee (驗票費)	0.0.8.0
P'ing-lo (平樂) examination fee	0.0.8.0
Yang-so (陽朔) Likin	0.3.0.0
" examination fee	0.0.8.0
Kweilin " "	0.0.8.0
Freight, incense money (神福銀), etc.	0.9.0.0
TOTAL	<i>Ta</i> 2.1.5.5 (say) per bag.

(g.) NATIVE SHIPPING, ETC.—The number of Native craft of all classes passing up river annually is said to average 13,200 boats, of which 4,400 contain cargo and 8,800 are empty; the number of Native craft of all classes passing down river annually is said to average 15,600 boats, of which 12,600 contain cargo and 3,000 are empty. The tonnage is hard to compute—perhaps annually it may reach 600,000 tons. The various kinds of craft are locally distinguished either (1°) by reference to the places from which they come or chiefly come; (2°) by reference to the character of the craft; (3°) by reference to the cargo which the craft carries or principally carries, or its use or principal use—lists so classified will be found in the Appendices (Appendices Nos. 13-15), together with a table showing the approximate cost of each craft and the loss or gain per cent, etc. (Appendix No. 16).

Trade is mostly with Fatsan, Liuchow, Nanning, and Kweibsen, and to a smaller extent with Kweilin and Mongkong. There is no form of Native insurance—perhaps risks are too great here. No certificates or registration papers are taken out by vessels trading on the West River, except by Native boats carrying Native opium, salt, munitions of war, etc.—these have official certificates issued for cargo only. Formerly, however, the Ku-lao (古老) and Ho-shan (鶴山) boats were required to hold specific certificates, by reason of their connexion with the rebels some 30 years ago.

There is no space to give even a slight sketch of the manner in which craft are treated at the various taxing stations—Likin, salt, and Native Customs; as regards, however, the Likin treatment on rice and paddy, a few details may be of service. Locally, there are three Likin stations—the Shang Kuan (上關), or Upper Station, situated in the Fu River; the Chung Kuan (中關), or Central Station, at the junction of the Fu River with the West River; and the Hsia Kuan (下關), or Lower Station, in the West River. Assuming the rice is coming down by the West River not previously having paid Likin, or uncovered by document, it will for each 100 piculs pay *Local Tia* 2.6.2.5 as Likin, collected at 80 per cent. (*i.e.*, *Local Tia* 2.1.0.0)—this is a *Ch'u-shun* Likin (出山釐金), or Production Likin; if, however, the rice is covered by a Likin-paid certificate issued at either (*e.g.*) Nanning, Hsunchow, or Mongkong (潯江), it pays *Local Tia* 2.1.0.0 per 100 piculs net. Paddy covered by a document pays *Local Tia* 1.5.8.0 per 100 piculs net; not covered, it pays *Local Tia* 3.1.5.0 per 100 piculs, at 80 per cent. (*Local Tia* 2.5.2.8 net). Nanning certificates have a validity of six months, Hsunchow of three, and Mongkong of 20 days; if expired, such certificates are cancelled at the Central Station. Rice or paddy, certificated or not, the tax receives the more general style of an Entry Likin (入境). Rice again pays, on passing the Lower Likin Station, an Exit Likin (出境) of *Local Tia* 2.8.0.0 per 100 piculs net; no consideration is then paid to covering documents—these alone concerning produce entering the area.

I have not mentioned the prefectural Customs (府關), at which a moderate and carefully-assessed tariff Duty is levied (varying from about 1 to 4 per cent. *ad valorem*), without reference to local Likin levy or extraneous Likin documents (*vide* Appendix No. 17).

Finally must be noted the "Boat Office" (船行) of the District Magistrate, which is primarily of a vigilance or police character, and designed to inform the official of what vessels are passing and, generally, of what is going on. Shipping pay varying fees on report to this office, as set forth in Appendix No. 18.

In the Appendices will also be found lists of Likin and salt stations in Kwangsi (Appendix No. 19), together with a charter party form (Appendix No. 20).

(c.) NATIVE BANKS, ETC.—Native banking agencies at this port are divided into the usual two classes—the local hanks and the Shansi hanks. Local hanks are owned and managed mostly by natives of Kwangtung province, and there are here 12 such establishments, of more or less standing. These grant drafts on Hongkong, Canton, and Fatsan; transact various kinds of exchange business; take in money on deposit, etc.; and make advances against cargo and property of every description. From the fact that several of these establishments have gone into bankruptcy, it may be assumed that their business is slightly speculative. The rates of interest for money placed on deposit are by no means uniform: some allow from 8 to 12 per cent. per annum, while others offer more to induce people to place money with them. The charges for loans and over-drafts also vary considerably, the chief factors in fixing rates being, of course, the value and nature of the security offered and the commercial or official standing of the borrower. Chop dollars of any kind are weighed, and there is no sycee silver current at this port. There are branches of these hanks at Liuchow, Nanning, Ho-hsien, Konghao, and Fatsan.

There are branches of three great Shansi hanks in Wuchow, and these have agencies also in Kweilin. Interest on fixed deposit is allowed at the rate of from 3 to 4 per cent per annum—and on current account at about 2 per cent,—depositors receiving a deposit note under the terms of which both parties are mutually bound. Very few people of wealth, however, deposit their money—they act on the adage regarding the superior tangibility of landed property (浮財實業).

Commercial transactions are made in local taels, the following being the currencies:—

P'ai-p'ing (稅平) *Tia* 100 = \$137.78

K'u-p'ing (庫平), or *Set-ma-p'ing* (司馬平), *Tia* 100 . . . = \$138.89

There is one hank which stands *sui generis*—the Haikwan Bank; this does not engage in ordinary business transactions, and is wholly occupied in collecting Customs Revenue. For every *Hk. Tia* 100 (*Local Tia* 113) collected, the hank is allowed to retain *Local Tia* 3, of which *Tia* 1.50 goes towards the upkeep of the bank, and *Tia* 1.50 to defray expenses connected with the Superintendent's *yamên* in Wuchow and Kweilin.

(e.) NATIVE POSTAL AGENCIES, ETC.—The following shows the registered postal hongas at this port, with incidental particulars:—

NAME OF HONG.	DATE OF REGISTRATION.	BRANCHES.
Fuk Cheong..... 福昌	1897	Hongkong, Canton, Macao, Fatsan, Kunchuk, Sainam.
Wing Sang..... 榮生	"	Hongkong, Macao, Canton, Kungchow, Fatsan, Kunchuk, Sainam, Shanghai, Swatow.
Yuet Li..... 悅利	"	—
Fong Loi..... 芳來	"	Hongkong, Canton, Macao, Fatsan.
Pao Nam Wo..... 保南和	1899	" " Fatsan, Macao.
Shui On..... 兆安	1900	Canton, Fatsan.

Every morning these agencies send a messenger to all business establishments and collect letters, making a charge of 15 to 20 cash per cover; prepayment is not compulsory, the fee being collected from the addressee if not paid here, while in some cases half the fee is paid here and half at the place of destination. Letters addressed to distant places are charged more—say, 15 or 20 cents. These postal hongas receive letters for any place in the Empire; but should they be addressed to a place where the hong has not an agent, they are placed in a separate cover, stamped, and posted through the Imperial Post Office (*infra*)—this latter, however, is a rare event, as the majority of the business houses, of course, know well enough where the hongas have no agents, and in such cases send the letters direct through the I.P.O.

Besides the above postal hongas, there are private couriers running from Wuchow to Kweilin, and from Wuchow to Yü-lin (鬱林). These couriers appear to do business entirely on their own account, and are generally trusted—the goodwill, I may add, is hereditary in many

cases, as of course; the system, however, is one which needs more space and time than I can give to it. On the Kweilin line they run six or eight times a week; but to Yü-lin there are fewer couriers, and their times for running are uncertain. 15 to 20 cash per cover, according to distance, is charged for ordinary letters, and 15 cents per catty for parcels.

The Imperial Post Office (大清郵政局) was opened in Wuchow in June 1897, and in June 1900 established a branch office at Hsunchow (潯州), a distance of 340 *li* from this port. Since then branch offices have been opened at Kweilin (桂林), distance 300 *li*; Kweih sien (貴縣), 490 *li*; Liuchow (柳州), 780 *li*; Ch'ing-yüan (慶遠), 990 *li*; and Kweiyang (貴陽), 1,870 *li*. Three box offices have also been opened in Wuchow. Couriers run between Wuchow and Kweilin once in two days, being about eight days *en route*; between Hsunchow and Liuchow, once a week—four days *en route*; and between Ch'ing-yüan and Kweiyang, once in 10 days—12 days *en route*. Between Hsunchow and Kweih sien couriers run three times in 10 days, and are two days *en route*; and from Kweih sien to Nanning, three times in 10 days, being six days *en route*. Mails are despatched from Wuchow to Hsunchow once in two days by steam-launch, and take two days to reach their destination. During 1898 the total number of ordinary letters which passed the I.P.O. was 12,213; whilst during the first quarter of 1902 20,735 letters have passed through, in addition to 2,775 letters which were received from the postal hongs for transmission. The district, as can be judged, is a very extensive one, and the work of sending mails safely over lines occasionally beset by bandits the reverse of easy.

(t.) THE CUSTOM HOUSE AND POST OFFICE.—At the opening of the port, in 1897, the staff stood as follows: In-door—a Commissioner and a Chinese Clerk; Out-door—a Foreign Assistant Examiner and a Tidewaiter, besides minor employés. At this date (April 1902), gradually arrived at, there has been an addition to the In-door staff of two Foreign Assistants and four Chinese Clerks; and to the Out-door staff, of a Foreign Harbour Master, Examiner, Assistant Examiner, and two Tidewaiters, together with seven Chinese Weighers and Watchers, besides minor employés. The above additions are due to increase of work all round, and especially shipping and out-door cargo examination and in-door transit business; while latterly the management of the Native Customs has involved an addition to the In-door staff of two Chinese Clerks, and to the Out-door, of an Assistant Examiner. By way of instructive contrast, I give a list of the Native Customs original staff—now in process of careful selection: one controller, 13 examiners, one shroff, five calculators, 10 weighers, six searchers, and 37 minor employés, together with two guard-boats, each having a complement of a dozen, and sundry soldiers at the various land stations. This staff collected about two-fifths the revenue of the Maritime Customs; but it is proper to state that the necessities of a somewhat elaborate preventive system (two guard-boats and three stations) account for a considerable proportion of the whole—and of course the low tariff rates must be considered.

The Imperial Postal Administration (*vide* also (s.)), which commenced functioning at this port in 1897, employed in 1898 a Chinese Assistant Postal Clerk; at the close of 1901 it required two Chinese Postal Clerks and two Chinese Assistant Postal Clerks, together with a Clerk at each inland office, couriers, etc.—an increase due to extension.

Apart from new and modified rules and regulations of a more general significance—such as the Inland Waters Steam Navigation Rules of 1898 and the effective 5 per cent. levy on imports,—there is nothing to record as to change and modification of regulations. As to the provisional regulations for trade for this river, drafted in 1897, discussion has at times arisen, more especially regarding passenger traffic; but I think there is a *consensus ad idem* that, while perfection is difficult to attain, these rules are, both in theory and practice, liberal. I will not here set forth any of the varying draft schemes relating to modification—such must be given *in extenso* or not at all (one only, which I have at this moment at my elbow, would run to two dozen pages of close print); again, it is well to sedulously avoid what a British Consul—now retired—has called the “West River fever.” Among facilities offered may be mentioned the towage of registered cargo-boats carrying cargo of a special nature, e.g., liquid indigo in wooden tubs.

The following may be considered a testimonial to the efficacious working of the transit system in these parts, and is contained in the British Blue-book “China: No. 1, 1899”:—“The Transit Pass system, inwards and outwards, is in full working order here; and where complaints have been made regarding detention at barriers, I have usually found that it has occurred owing to the attempts of the supercargoes or junk masters to smuggle, as Transit Pass goods, merchandise not covered by the Pass, or to the sale of the Transit Pass goods *en route*; in other cases, the detention alleged to be due to the Chinese authorities has been actually due to the agents of the British merchants, who, relying on the latter's support, have, in the discovery of malpractices, refused to proceed, and endeavoured to lay the blame on the Native officials and extract compensation.”*

(u.) CIVIL, MILITARY, AND INDUSTRIAL DEVELOPMENT, ETC.—The sundry offices in the capital have been incidentally referred to. Two changes of lesser note have recently taken place: (1) the alteration of the description of the Yang Wu Chu (洋務局), “Foreign Affairs Bureau,” to Ch'eng Wu Chu (政務局), “Administration Bureau,” in December 1901; and (2) the establishment of a K'o Li Kuan (課吏館)—an office to conduct the examination of expectant officials,—from about the same date.

As regards military matters, the official residence of the Commander-in-Chief of Kwang-si, formerly at Liuchow, has for the past 18 years been situated at Lungchow. At Lien-ch'eng (連城), about 20 miles from the Southern Gate of the Great Wall, is his head-quarters, and here will be found “braves” proper (勇)—troops specially designed for campaigning; at Lungchow, on the other hand, the soldiers still form a kind of municipal town guard. Below the General Commanding, there are three Generals of Division (提台), which officers reside at Nanning, Liuchow, and Po-sé, and have, besides, police powers within their military district; there are likewise seven Major-Generals commanding brigades (鎮台), residing at Wuchow-fu, Hsunchow-fu, Chên-an-fu, Tai-p'ing-fu, I-ling-hsien (義靈縣), Ping-lo-fu, and Ch'ing-yüan-fu; there are also six colonels, 15 lieutenant-colonels, 15 majors, 39 captains, 63 lieutenants, and 176 sub-lieutenants.† The troops of the Green Standard, divided into the Land Corps (綠營) and Water Corps (水師營), form the regular effective; they are charged with policing,

* As regards the preliminary effect on Transit Pass trade of opening Wuchow and the West River, *vide* Canton Trade Report, 1897.

† “La Province du Kouang-sy.”

with the patrolling of roads and waterways, and with the garrisoning of large towns—not with the active repression of disorder and the defence of the country. The soldiers are engaged voluntarily, and receive \$2 or \$3 each per month for food, etc. The officials are, of course, members of the official body. In all, the forces number about 10,000 men, and if 4,000 to 5,000 more be added for frontier duty, etc., a total effective of about 15,000 is reached; there is, however, a certain waste in these figures, and some battalions can scarcely muster a half, or even a third, of their complement. The number of these regulars is fixed, and cannot ordinarily be added to. The frontier, I may add, is divided into four commands, under a *Tung-ling*, and to each is assigned a cluster of battalions.

Likewise must be mentioned the *an-yung* (安勇),* recruited at their own will, and so to be dispensed with. Their officers do not appear in the list of military officials and form no part of the regular army. They are better paid than the ordinary troops, and a chief inducement to their joining is the hope of quickly getting a more solid position. Their organisation is as follows: a *Kuan-tai* (管帶) is at the head of each battalion (營); each battalion is divided into five companies; each company—at the head of which is a captain—is divided into 10 sections of 10 men each, under a corporal (什長). Their number is not fixed, and may be added to.

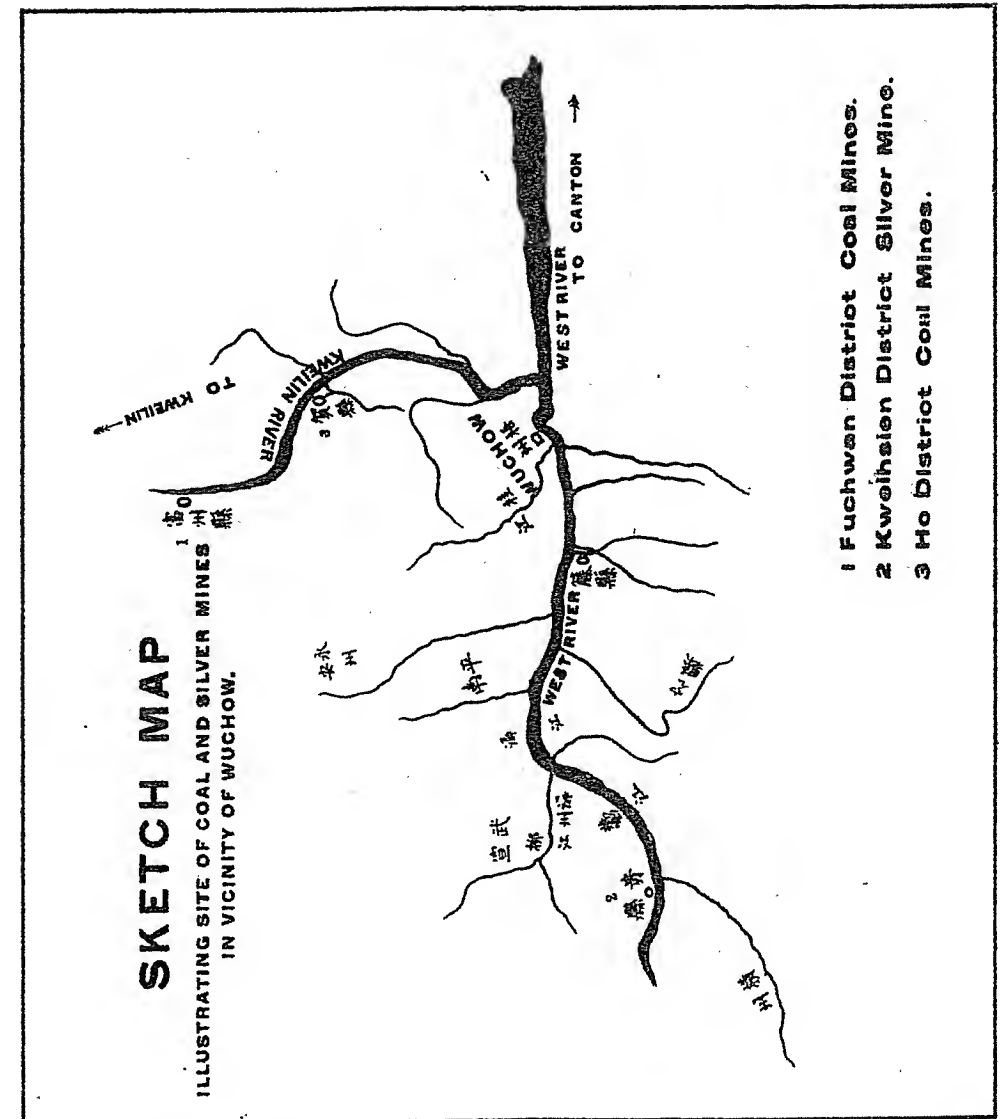
Besides the regulars and militia, there are the official guards—men recruited on the spot by local officials for their personal guard, and who are, furthermore, employed for the repression of disorder and piracy. Not infrequently they accompany their master from one post to another.

Finally, there are the locally-raised recruits embodied in times of disorder, according as circumstances require for local application, and under the orders of their own local heads.

I have no particulars to hand as regards armament. In 1899 a considerable body of *an-yung* which passed through were armed about 60 per cent. with Maussers, 5 per cent. with Winchesters, and 35 per cent. with muzzle-loading weapons. Not many of the regular officers have received much training, though with a geographical and topographical knowledge and considerable innate tactical ability. The regulars here number about 400; the *an-yung*, about 200; and *ch'in-ping*, mainly at the yamên of the prefecture, some 20 or 30. The guard-boats number 10 naval, 10 police, 10 Likin, four salt, one for the Magistrate, and two for the Native Customs.

Next, as regards telegraphs, railways, and mines. The first telegraph line was established between Wuchow and Canton 16 years ago, and at this moment there are 10 telegraph stations in Kwangsi. The head office is at Canton. Locally, about 5,000 messages are received and sent per annum, chiefly to and from Canton, Hongkong, Kweilin, and Nanning—and telegrams in Chinese (or, at least, official ones) are not models of condensation, but merely full narratives. The cost to London from this is \$2.80 per word; to Paris, the same; to New York, \$3.30; to Melbourne, \$2.31; to Peking, \$0.66; and to Canton, \$0.26. Transmission to Peking takes about five hours, and to London eight hours.

* A body originating in Kwangtung, and so called because of the action, 30 years since, of a dissatisfied General, CHING SHAO-CHUNG (鄭紹忠), who started informal warfare, but repented and gave himself up, with his followers—these latter, becoming known as the "calmed braves," were even employed for military service, and formed the origin of the present body. General Ching later attained the rank of Admiral in Kwangtung.



Railways are to be looked for mainly from the south, and the extension of the Haiphong-Hanoi-Langson line to Dongdang was completed and opened on the 14th July 1901; surveying is proceeding, with the intention of connecting Yunnan-fu with Hanoi and Haiphong. The gauge of the active lines is 1 mètre; the track is a single one; there are stations at military posts about every 10 kilomètres; and the engine-drivers are Annamites. The "Daily Mail" map of 1898, I observe, gives the following lines affecting this part—but the surface of this region is not that of a piece of paper (*vide* also (2.)): (1") from Tonkin up the Red River Valley to Ynnan-fu (say, 200 miles); (2") Langson-Lungchow-Nanning Railway (length, about 100 miles); (3") from Pakhoi inland, presumably to Nanning (length, say, 120 miles). Likewise must be mentioned the discussed project from Burma to Yunnan. Perhaps it will be of interest to give comparative times per rail, at 30 miles an hour (direct routes), and as per present transit, to certain adjacent centres:—

	THE FUTURE.	THE PRESENT.
	Hours.	Days.
Kweilin	6	18
Kweiyang	15	40
Nanning	9	20
Canton	7	1½ (by steamer).

I have already briefly referred to the mining carried on in this province. It remains to observe that 16 mining regulations for Kwangsi were published by the Bureau of Mines in the 27th year of the present reign (1901). The preamble of these regulations states that "it is proposed to establish a company under the style of the 'Kwangsi Mercantile Mining Company' (廣西礦務公司), and to determine certain rules for the protection of the interests of the above company." Regulation 2 is as follows:—"The Kwangsi Mercantile Mining Company having been established for the conduct of mining matters—exploitation, extraction of metals, payment of Likin and other taxes, exportation of minerals, and issue of covering certificates shall all be within the competence of the said company. On such circumstances arising, the company shall refer to the Shan Hon Chu (善後局), who will submit the matter to the Governor." Regulation 3 states that "the company shall be established in busy centres, such as Kweilin, Wuchow, and Nanning, and so facilitate touch with the local mercantile community." Regulation 6 is as follows:—"Following the mining regulations of the province of Kwangtung, whoso desires to exploit a mine must deposit a sum of \$1,000 with the company; this deposit will, by the company, be delivered to the Provincial Treasurer. Further, a merchant must provide the necessary security bonds. If a merchant is well aware that the exploitation of the mine in question will cause trouble to the public, or should the mine have been worked by someone previously and the merchant seeks covertly to share the former party's interests, he shall be absolutely forbidden to exploit. A merchant who intends to exploit a mine shall obtain a license from the company before he commences operations; if, subsequently, he should desire to sell the mine to someone else, he must, in the first place, inform the company and obtain a license anew for his successor—should the successor commence to work without such license he shall be severely punished. Should the merchant exploit a mine, and, in ignorance of its value, find it impossible to pay so large a sum as \$1,000 at one time, then he may pay in

three instalments, as follows: \$200 on obtaining a license for a three months trial, \$300 additional for a similar license extended three months, and \$500 for such license extended six months more. On expiry of the above period, the merchant shall apply to the company for an officer to supervise smelting and to collect Duty and Likin; he may also apply for certificates to export minerals. Should the merchant fail to pay the taxes, he shall not be permitted to work. Breach of this regulation shall be subject to a heavy fine."

To conclude: some enpplementary particulars regarding silver mining near here, with a few details concerning coal, lead, and tin companies.

The San-ch'a (三叉山) silver mine, situated in the district town of Kwei (貴縣), is reached by launch from Wuchow so far as the town mentioned, thence by sedan chair for a distance of about 16 miles. It has been exploited by a Chinese company in Hongkong—the Hua Hsing Kung-ssü (華興公司)—for eight years or more, without success. T'ia 200,000 worth of machinery has, it is stated, been imported for the working, but, by reason partly of want of funds, and partly of the difficulty of the road, a large number of the heavier appliances have been left in Kweih sien (貴縣). Starting with a capital of T'ia 600,000, the company has lost something like T'ia 400,000. The samples sent to Hongkong for assay produced excellent results, but on working the ore the deposits were unsatisfactory; the shareholders did not therefore see the point of further disbursement. A good deal of money has also been wasted on unsuitable experts. At the moment, the chief supporter of the mine is Mr. CHANG PUT-SZE (張 驛士), formerly Hie Imperial Chinese Majesty's Consul General in Singapore, who has contributed some T'ia 50,000 towards the upkeep, and, if he meets with success, he intends to take over the rights from the company. As regards preliminaries, an amount of about T'ia 5,000 per annum was paid to the Shan Hou Chü (善後局), i.e., a fixed sum of T'ia 1,000 and various contributions to colleges, etc., etc. There was no tax on the output. Mr. CHANG, I understand, comes under the new regulations (*supra*), i.e., \$1,000 certificate, royalty, etc.

A mining engineer has reported of this mine as follows:—"The ore consists of large bodies of galena sulphide ores and copper, the latter consisting of native copper and copper pyrites. Gold is extracted from the silver bullion, averaging about 1 to $\frac{1}{4}$ per cent. The lode is about 5 to 6 feet wide, well defined, and can be traced from the T'ai-p'ing-ting Mountain (太平定山) to over 26 miles to the north, the line of reef being north and south. It has been worked on the surface by the Natives, in places, for over 200 years, and chiefly on the high ground about Ting-p'ing (定平); on the lower levels, owing to the water, they were unable to get down beyond 60 feet to the ore body. The present workings at San-ch'a (三叉), called the Lien-fu (聯福) mine, are down about 320 feet, and the company is still sinking on a good body of rich ore, while the upper levels are being etoped out. The present output is about 10 tons of ore per day, hand hauling; but a main shaft is being put down, when the output will be about 100 tons. All the ore is smelted on the mine, the plant consisting of a blast furnace of 50 tone capacity, 100-ton wasting furnace, 100-ton chlorination plant, cupellation furnaces, etc. The present management is erecting a concentration plant. On account of the ores being of a complex nature, dressing is required; and want of this was one of the causes of the mine not paying—another reason was the presence of large quantities of zinc blende, entailing a great loss of silver in smelting. Besides this mine, there are numerous others

which have not been opened, beyond a little surface work by Natives. Coal, copper, tin, antimony, lead, and plumbago are plentiful in this district, and only want capital and proper mining laws to make them a large source of revenue to the country. The Native method of working the ore is very crude. Only sufficient rock is removed to get at the ore; and, in consequence, when they are down into the better class of ore, the air, for want of ventilation, becomes foul and prevents the raising of more ore. The smelting furnaces consist of round clay mounds, about 2 feet in diameter, and holding about 1 picul of ore; and the blast is supplied by wooden bellows. The ore is smelted with charcoal, lime being used for flux, and, owing to its not being roasted previous to smelting, the zinc carries off a large per-centage of silver. The lead is cupelled for the extraction of silver on beds of ash made from grass and broken fern, and is heated by charcoal, while the blast is supplied by bellows. Here, again, a large per-centage of silver is lost—the resulting bullion being about 920 fine. There are hundreds of these furnaces working in the district, and the fumes given off during the process cause a great deal of sickness amongst the Natives, owing to the presence of the lead and arsenic."

The following is a list of specimens of minerals obtained from this mine; these and a few others were sent by this office to the Hanoi Exhibition, and there exhibited, on behalf of Mr. HOWARD, M.E.:

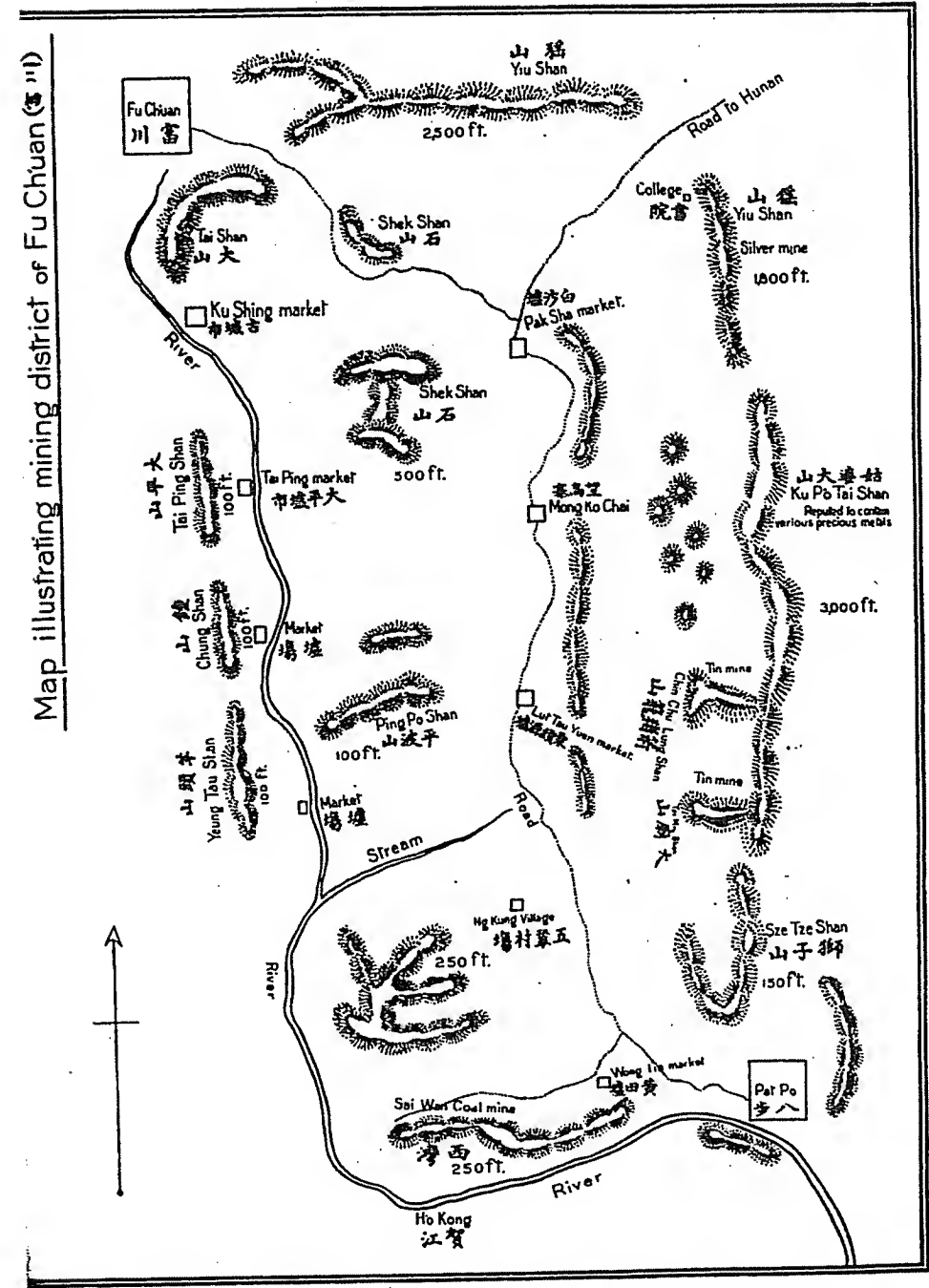
Galena.	Galena, with 420 oz. silver, 75 per cent.
Compound ore of silver.	lead.
Zinc blende.	Peacock copper.
Silver, galena, and lead glance.	Arsenical silver.
Native copper (84 per cent.).	Lead ore.
Silica in crystals.	Carbonate of lead, iron, and gold.
Lead silicate.	Iron pyritea.
Blue copper.	" ore yielding gold.
Galena, with steel fracture.	Lead in crystals.

It remains to add a few words concerning the management of the two coal mines at Ta-ling-shan (大靈山), in the district of Fu-ch'uan (富川), and the lead and tin companies. For exploiting the first named, two companies were started at Honam, Canton; and the agents of the present company here are two firms—Kuang Shêng Ch'ang (廣昇昌) and Yuan Hêng Li (元亨利). The overseers are Chinese; and for portage, Native light-draught junks are specially chartered for so much the picul of coal. Through the agents above mentioned the coal is sold to the steamers here, the price per ton being about \$9.60, and small quantities being especially easily retailed. It is a powdery coal, so far—not much use for the household grate, and had for launch engines. The first-mentioned coal agent has also branches at Shuihing and Konghào. There is a lead mine in the Kuei-p'ing (桂平) district, operated by the Hsing Pao Kung-ssü (興寶公司)—a Chinese company, with offices locally; there has been an issue of 1,000 shares, at \$100 each, placed on the market in Canton and locally; the head office is in Canton. At Chien-chu-lung (箭猪籠), in the Fu-ch'uan (富川) district, tin mines have been opened by a local company—the Hsing Yuan Kung-ssü (宏遠公司)—while at Niu-tao-shan (牛島山) a company—the Chung Hsin T'ang (忠信堂)—is similarly exploiting.

(v.) MISSIONARY WORK, ETC.—There is much effort shown by missionaries in this province, and their numbers are yearly added to. The first Roman Catholic missionaries to enter Kwangai were the Dominican Friars, who came towards the close of the 18th century; they did not, however, remain long. The present body—who all belong to the Missions Étrangères de Paris—arrived some 30 years ago, and only after considerable difficulty succeeded in establishing themselves. Three pioneer attempts were made: first through Kweichow, when a priest was caged; secondly by the Po-sé direction, and this was partly successful—a few members settling down, to ultimately depart again; thirdly, through Shang-sstü (上思), near the Tonkin frontier, and it was here that the first bishopric was located. Certain hard trials were undergone in the early days, and the area covered, for a long period, was restricted; at this moment the scope has been much extended, and, in all, there are some 20 stations, in general under the charge of a Foreign missionary. Among the stations are those at Nanning (where there is also a school), Kweilin, Kweihsien, T'ai-p'ing, Lungchow, Kweishun, Po-sé, Shang-sstü, Hsi-ling, and Wuchow, while at Lungchow it was intended to open an additional school, but for certain reasons this fell through. The number of converts was in 1901 estimated at 5,000; and the present number of missionaries is 24, including three Native priests (*pères indigènes*), supervised by a Bishop. Of Bishops, there have been, so far, three: the first incumbent, as before mentioned, lived in Shang-sstü; the second (Mgr. CHOUZY), resident at Kweihsien, died at Wuchow, in 1899, of blood-poisoning, induced by the bite of a poisonous insect; and the third (Mgr. LAVESTE), appointed in 1900, and consecrated in Hanoi the same year, has established the seat of the *vicariat apostolique* at Nanning. There is likewise a pro-vicar resident at Kweilin.

The Protestant missions operating in Kwangai are the English Wesleyan (惠師禮會), the British and Foreign Bible Society (聖書公會), the Church Missionary Society (長老會), the Christian and Missionary Alliance (宣道會), and the American Baptist Mission (浸信會). I append two tables hereon:—

MISSION.	STATIONS.		FOREIGN MISSIONARIES.				NATIVE HELPERS.					
	Where Foreigners reside.	Where Native Helpers reside visited by Foreigners.	Married.		Single.		Male.			Female.		
			Male Missionaries.	Female Missionaries.	Male Missionaries.	Female Missionaries.	Pastors.	Catechists.	School-masters.	Colporteurs.	School-mistresses.	Bible-women.
English Wesleyan.....	Wuchow.....	...	1	...	...	...	...	1	1	...	1	1
British and Foreign Bible Society.	" .....	...	1	...	...	...	...	...	...	12	...	...
Church Missionary Society..	Kweilin.....	...	1	1	2	...	...	...	...	...	...	...
Christian and Missionary Alliance.	Wuchow, T'eng-hsien, Kwei-p'ing, Nanning, Kweilin.	...	4	4	7	6	...	7	3	2	2	3
American Baptist Mission...	Wuchow.....	Shih-tang, Tung-an, Ch'ang-chou, San-yan, Ta-wu, Ho-hsien.	1	...	...	1	2	8	3	2	3	3



MISSION.	STATIONS.	CHAPELS, ETC.						CHURCH MEMBERS.						SCHOLARS.		
		Chapels.	Boys Schools.	Girls Schools.	Reading-rooms.	Dispensaries.	Hospitals.	Foreign.			Native.			Boys.	Girls.	Indult.
								Men.	Women.	Children.	Men.	Women.	Children.			
English Wesleyan.....	Wuchow.....	1	1	1	1	1	...	1	1	5	9	6	12	21	20	25
British and Foreign Bible Society.....	".....	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...
Church Missionary Society.....	Kweilin.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Christian and Missionary Alliance.....	Wuchow, T'eng-hsien, Kuei-p'ing, Nan- ning, Kweilin.	10	3	2	1	...	...	11	10	...	42	18	...	20	10	...
American Baptist Mission.....	Wuchow, etc.....	8	2	3	...	1	1	1	2	4	383			30	36	...

As for sales of books, the atmosphere at Kweilin herein has been elsewhere adverted to—bracing. Kweilin would appear to be slightly exceptional in this matter; for, I am informed, local Wesleyan Mission sales of the translations published by the Society for the Diffusion of Christian and General Knowledge amounted to, in 1899, \$36.85; 1900, \$106.72; 1901, \$46.89; 1902 (first quarter), \$34.06—or £22 worth in three and a quarter years: there is a slight demand for historical works and also for political treatises, but less so for scientific publications. This, of course, refers to but one society, and, further, to a book-room situated out of the town, where there are few reading men.

(iv.) GUILDS, ETC.—Among the various classes of cohesive bodies may be differentiated—

I. *Guilds* (會館) pure and simple, established by individuals of an extraneous province for mutual assistance and effective combination.

II. *Associations* (會) of businesses or individuals for (i.) *Mercantile* purposes; (ii.) *Religious* purposes.

I take no note here of secret or illicit societies, nor do I note the operation of trades unions or of analogous combinations—which are, for the most part, legally countenanced, but not legally recognised.

I.—There are three *Guilds* at this port, i.e., the Kwangtung Guild, the Hunan and Hupeh Guild, and the Kiangsu-Anhwei-Kiangsi-Chehkiang Guild; other provinces—such as Shansi, Kweichow, Yunnan—possess no guilds, from the fact of no funds being forthcoming. The local distinctive title of the bodies above mentioned, with the cost of building and the number of members, is set forth below:—

PROVINCE.	LOCAL NAME OF GUILD.	COST * OF BUILDING.	NUMBER OF MEMBERS.
Kwangtung.....	Kwangtung Guild.....	72 35,000	600
Hunan and Hupeh.....	Hukwang Guild.....	21,000	300
Kiangsu, Anhwei, Kiangsi, and Chehkiang...	San-Kiang-Liang-Ché Guild.	6,000	100

As regards the Kwangtung Guild, there was formerly existent an ancient guild of the same name in Wuchow, established centuries back, but completely destroyed by fire in the 7th year of HSIEN FENG (1858), during the Great Rebellion—no record of it was preserved. In the 12th year of T'UNG CHIH (1874) the local merchants circulated an address to the Kwangtung province as a whole, and over Ta 40,000 was quickly subscribed—of which Ta 35,000 went for the present building, and Ta 3,000 for revelry, theatrical performances, and what not at the opening ceremonial. The guardian deity of this guild is the God of War (關帝). The head combines the functions of president and secretary, and his particular duty is to guard the interests of the members; he receives annually \$500. There are likewise 20 wealthy merchants of standing elected as an advisory committee. The present president, having given general satisfaction, retains his position for life, but subject to right of removal for cause shown. Further, an accountant is elected annually, but draws no salary. The annual subscription to the guild varies from 5 mace to Ta 6, according to the trade of the particular member. Pawn shops, silk piece goods shops, Native hanks, the Salt Department (from the semi-official stand-point), passenger carriage boats, and such other are required to subscribe Ta 4 to Ta 6 each; medicine shops, rice shops, firewood shops, and such other, 5 mace to Ta 3. The total annual subscriptions amount to, perhaps, Ta 3,000. Of this, not less than Ta 1,200 would go for monthly dinners; the remainder passes for repairs to property, the salary of the president, and wages of servants. Members are allowed to call a meeting at any time and for any matter. In the event of disputes between two members, the aggrieved party pays in 200 cash to the guild for the expense of calling a meeting; the president straightway adjudicates the case, in conjunction with the advisory committee, and if his decision is not acceptable he transfers the case to the magistracy. On the fête day of the God of War a religious ceremony is held: the various merchants dress themselves in their best and bring their sacrificial portions, then, kneeling before the shrine, they bend thrice and pour forth three cups of spirit.

The Hukwang Guild was rebuilt about 14 years since, the original edifice having been destroyed at the same period as the guild of Kwangtung; and the cost of the present building was mainly subscribed for by prominent Hukwang officials. An annual income of about Ta 200 is derived from property. The guardian deity of this guild is the canonised Emperor Yü (大禹). Any person may be admitted a member, provided he can prove that he is a native of either Hnnan or Hupeh; and neither entrance fee nor subscription is compulsory. Most of the members are boat-people trading between Kweilin and Wuchow—a few only, in a small way of business, residing in Wuchow. The head is, at the same time, president, secretary, and accountant, and receives only \$6 annually; with him are three committee-men, each receiving the above sum; and on the fête day of the guardian deity these four alone may pass to the guild to worship, for which purpose they may spend a few taels from guild funds. Disputes between members are adjudicated by the president and his three associates. Two meetings are held annually, during the 1st and 6th moons, at which committees are elected, suggestions for repairing the guild taken, accounts presented, and provision for expenditure made.

The San-Kiang-Liang-Chê Guild (so called from being attached to Kiangnan, Kiangpeh, Kiangsi, East Chehkiang, and West Chehkiang), in common with the two guilds preceding,

suffered in the 7th year of HSIEN FENG (1858); it was not rebuilt until some 30 years afterwards. Being poor in resources, portions of the guild are rented out; and this, with receipts otherwise derived, produces an income of bnt Ta 80 annually. The guardian deities of this guild are the canonised Emperors WÊN WANG (文王) and WU WANG (武王), of the Tang dynasty. Here there is a president, and also a secretary and accountant—both purely honorary positions. No meetings nor ceremonials are at any time held. All natives of the four provinces mentioned are eligible for membership.

There are no Kwangsi guilds in other provinces, and there is but one such in Peking—for the benefit of students at the capital awaiting the metropolitan examinations.

The rules of the Hukwang Guild may be taken as characteristic, and I append a translation:—

*Rules of the Hukwang Guild.**

1.—A president shall be elected from within the four prefectures, Changsha, Hêng-chou, Yung-chon, and Pao-ching; and out of such body three associates shall likewise be elected. On the fête day of each deity the president and his three associates shall decently clothe themselves and pass to the guild to worship; and sacrificial offering herein must not exceed in amount Ta 2.50 from guild funds, saving only upon the fête days of any of the deities following—*Ta-yü-wang* (大禹王), *Li-chên-jên* (李真人), *Yang-sü-chiang-chün* (楊四將軍)—when an additional amount not exceeding Ta 6 shall be allowed. An account of all such expenditure shall be exhibited within the guild, for the inspection of members. The president, being likewise accountant, becomes thereby responsible for all funds, articles of value, and deeds of property relating to the guild. When associates are allowed so much from guild funds for the common interest, they shall submit an exact account to the president, and he, along with the members, shall exercise a close scrutiny of all such reports.

2.—A circular shall be addressed to all members, calling a meeting on a given day in the 1st moon and the 6th moon of each year. At this meeting the president, in conjunction with the associates, shall prepare detailed accounts carefully made up to date, and with every item legibly set forth; a copy of the accounts shall then be exhibited, for the general information of members. At this meeting, likewise, a new president and three new associates shall be elected; and the records of accounts, money, deeds of estate, and other property of moment shall be forthwith transferred to the keeping of the newly-elected president, in presence of the members assembled. If anything be discovered incorrect, the new incumbent shall forthwith request the outgoing president to rectify such error. During his term of office, should a president at any time be found wanting he shall vacate the position.

3.—The guild has, at the time, but a small income; and if, therefore, a dinner be held in honour of some great occasion, a notice shall be exhibited, for the information of members, five days in advance of such occasion, and those who are willing to take part shall request the associates to place their names upon the list, and shall each subscribe 3 mace towards the expenses.

* From copy hanging in guild premises.

4.—There shall be a monthly allowance of $\text{T}a$ 1.60 for lamp oil, tobacco, tea, and such other things. A caretaker shall be appointed, at a wage of $\text{T}a$ 1 per month; and he shall use diligence in inspecting the guild premises, in cleaning the furniture, and such other matters. He shall not permit any outsiders to loiter or remain within the guild, under penalty of dismissal.

5.—An inventory shall be retained of all furniture; and, to prevent unnecessary wear and tear and breakage, no member shall be permitted to borrow or otherwise make private use of any of the furniture so set forth. This inventory shall be examined by an incoming president in the presence of members assembled.

6.—The guild is established for the fraternisation of our fellow-provincials, and not for litigation or the adjudication of cases; but should disputes arise between members—whether one of the boat population or a merchant,—the matter shall be taken before the guild, and the president shall impose his decision after careful consideration. Should a person furtively petition such a court he shall become liable to a fine. At meetings on general business the three associates shall be present; and during such meeting no other party shall be permitted to perambulate about the guild nor create a disturbance, under penalty of being removed to the magistracy for punishment.

7.—Officials or merchants who may be passing through this port, whether with or without baggage, shall not be allowed to live within the guild.

8.—The president and the three associates shall be persons of probity; each of them shall receive $\$6$ annually, payable quarterly, and no such allowance shall be paid in advance. Should minor loss or damage come to the guild or the property of the guild, they shall be permitted to make good or repair the same; but they shall not waste money on radical structural alterations, and should the whole building be in a ruinous condition, a special meeting shall be called to discuss ways and means.

9.—These rules shall be obeyed by all members, and shall be exhibited within the guild. A register shall be retained, wherein to set forth, not only the rules, but to record deeds of estate and such other things; and, further, income and expenditure shall also be herein monthly set forth, for the information of succeeding presidents; moreover, every leaf of the book shall be sealed with the seal of the guild. The president shall work unselfishly for the common benefit, and thus the guild will flourish year by year. Theft or embezzlement of guild funds, or presentation of a false account, shall, upon discovery, entail dismissal upon the member involved, who shall, moreover, refund stolen property, or in default shall pass to the official courts for punishment in accordance with the offence.

10.—At some future date, when guild funds permit, a stage shall be erected upon the foreshore, and likewise a decent yard in front of the guild premises; these, indeed, will not only improve the appearance of the guild premises, but also be of advantage to passers-by. Annual income from property, after deduction of expenditure, shall be placed in a reliable bank and interest gained thereon, and the whole, at some later date as aforesaid, applied to the purposes aforesaid.

11.—(i.) *Mercantile Associations* are established merely for mutual trade protection. They cannot differ greatly from the associations common enough in Europe at an earlier era, and

still of weight in Great Britain in the corporate persons of the old London city companies. Besides those enumerated in the table (*infra*), there are perhaps a dozen others in this port in connexion with small businesses—these have no distinctive names nor any certain abode (*infra*). Examples of their efficacy are common. Should a merchant send cargo (*eg.*) to Nanning by Native carriage, he cannot, generally, effect any form of insurance, nor have any reasonable security that the cargo will reach its destination; it is the easiest thing possible for the boatmen to appropriate the merchandise, and say that it was lost by shipwreck upon the rapids. Accordingly, a merchant, in cases of possible malpractice, applies to the association for assistance; the association forthwith despatches detectives, at the expense of the association, to gather evidence, and should a case be proven, it is passed on to the Magistrate's court for adjudication. Associations furthermore undertake to collect debts. A merchant invariably endeavours to settle a case by means of his association, rather than by means of his guild court, as he thus avoids giving trouble to other merchants. Meetings are usually held by rotation in the business premises of one of the members, and statements of accounts, kept by the members in rotation, are presented on such occasions. Unlike other ports or cities, the associations here require no fees or subscription—with, however, some exceptions mentioned hereunder.

I append a list of the principal mercantile associations at this port, with particulars as to trade, entrance fee, province, and number of businesses represented:—

NAME.	Trade.	Entrance Fee.	Province.	No. of Businesses on the Books.
Yung An T'ang..... 永安堂	Brokers and commission agents.	Original member, $\text{T}a$ 120; new member, $\text{T}a$ 180.	Kwangtung	13
An Shun T'ang *..... 安順堂	Soft-wood.....	...	"	Not known.
Hsieh Ho T'ang..... 協和堂	Cotton yarn, raw cotton, piece goods, kerosene oil, and matches.	...	"	7
Chao Hsin T'ang..... 昭信堂	Native banks.....	$\text{T}a$ 40	"	12
Chao Hsin T'ang..... 昭信堂	Pawn shops.....	Original member, $\text{T}a$ 100; new member, $\text{T}a$ 200.	"	7
Chih Pao T'ang..... 至寶堂	Paper, books, and fire-crackers.	$\text{T}a$ 50	"	6
Hsieh Ch'êng T'ang..... 協成堂	Native opium.....	$\text{T}a$ 100	"	5
Kuang Yü T'ang..... 光裕堂	Liquid indigo.....	...	"	6
Shon Shih T'ang..... 壽世堂	Medicine.....	...	"	16
Ch'êng I T'ang..... 成義堂	Butchers.....	...	"	15

* Corresponding associations in Chang-an (長安) (Machow prefecture) and Fatahan (佛山).

The Yung An T'ang (永安堂) is, at this moment, in a particularly flourishing condition. An entrance fee of $\text{T}a$ 180 is charged, in place of a former fee of $\text{T}a$ 120, the reason being that the association is in an independent position, from the accumulation of interest over a long period. 5 candareens are levied upon every $\text{T}a$ 100 worth of goods sold; such a charge is

not, however, paid by the members, but by those merchants who confide their cargo to members for sale.

The An Shun Tang (安順堂), alone of the associations at this port, has a local habitation, and was primarily erected to serve as a temporary residence for such Kwangtung merchants as are engaged here in the lumber trade, no charge for board or lodging being made. To meet these and other expenses, the association levies T\$ 1.60 upon every raft passing the port, the annual income reaching, it is said, T\$ 5,000. A caretaker, who combines also the function of accountant, receives T\$ 150 yearly.

The Hsieh Ho Tang (協和堂) is of recent growth, having been established about 10 months since; and the profits last year upon cotton yarn, raw cotton, piece goods, kerosene oil, and matches being so slight, it became necessary to frame the following rules:—

- 1.—Customers are required to settle accounts for cotton yarn, raw cotton, and piece goods within a limit of 30 days. Prices shall be paid according to the rule of the local market, i.e., 60 per cent. in dollars and 40 per cent. in subsidiary coins. A premium of 3 mace per T\$ 100 shall be charged for settlements in subsidiary coinage.
- 2.—A limit of 15 days shall be allowed within which to settle accounts for kerosene oil and matches. The mode of settlement shall be as below set forth.
- 3.—If accounts cannot be discharged within the limit of time, an extension of 15 days shall be permitted. During this period a daily charge of 4 candareens per T\$ 100 shall be made, should the period fall within the first half of the year; and of 5 candareens similarly, should it come within the second. Further, sales during the 12th moon shall be settled within that moon, under penalty of ostracism of the defaulting purchaser.
- 4.—Purchasers shall pay coolie hire for carriage of their purchase to hoats.
- 5.—Once a customer has inspected a sample of cargo, and thereon has ordered a supply, he shall straightway remove his purchase; and if he discovers that the purchase differs from the sample, he shall return it at once, upon the same day, failing which he cannot claim an inquiry or obtain compensation.

I also append the rules of the interesting Native opium association:—

Rules of the Hsieh Ch'eng Tang.

- 1.—Native opium, brought by the owner for the association to dispose of, must be forthwith examined, and may then be sold according to its market value. The owner may not sell his opium privately, under penalty of payment of T\$ 2 per basket.
- 2.—The association does not undertake transshipment or transport of merchandise; and if a merchant desires to retain his cargo on his premises for several days, he shall be charged 3 mace for every such package.
- 3.—2 per cent. commission is charged on sales. Money shall be paid according to the rule of the market; and should the vendor require the purchaser to settle in dollar coins, he shall defray any loss incurred by the purchaser through such transaction.

4.—12 candareens shall be charged per day for the board of persons remaining in association premises until their cargo is disposed of.

5.—An owner cannot require an agent to reimburse him the price of opium not yet disposed of by such agent, and a period of 25 days may be allowed for payment. Owners of cargo may borrow money from the association, for the purpose of paying Duties, freight, etc.; but on every T\$ 100 so borrowed interest at the rate of 4 candareens per day shall be charged.

6.—Opium shall be weighed according to the *sei-ma-p'ing* (司馬平) scale; money shall be weighed according to the *p'ai-p'ing* (兩平) scale.

7.—Great quantities of opium may not be sold at one time. The market value being extremely flexible, the association will sell the opium, at different times, at varying rates; but an owner may not demand the price in accordance with the highest value touched.

8.—Accidental injury or loss occurring to cargo stored on association premises, or within the cognizance of the association—as might chance from fire, robbery, and in other ways,—shall not entitle the owner to any indemnity.

Members are requested to adhere to the above rules, and any member found guilty of infringement shall become liable to a fine of T\$ 100.

(ii.) Mention has been made of the *Religious Associations*; these are essentially as their name implies, but have no local habitation. Their formation and their objects differ materially from those associations just mentioned. They are simply constituted, and, perhaps, are rather collections of individuals, generally small, who club together for sacrificial purposes, with a view to religious comfort. Those holding shares (they are not exactly "shareholders") number, perhaps, as many as 30; and each contributes no fixed sum, but, ordinarily, anything from (say) T\$ 0.10 to T\$ 1. A custodian is appointed for the moneys collected, and a meeting under his presidency is held before the name-day (神誕) of the god to whom homage is proposed. All the available funds are expended for the articles necessary for sacrifice; the latter are offered up, and, having acquired a sanctified character, are then divided among the members, each proportionately to his share.

(x.) CELEBRATED OFFICIALS, ETC.—Kwangsi has within the last 20 years produced several officials of distinction.* T'ANG CH'UN-SÊN (唐椿森), T'ANG CHING-CH'UNG (唐景崇), and T'ANG CHING-SUNG (唐景崧), of a Kweilin family, rose—the first named, to be President of the Censorate; the second, to be Vice-President of the Board of Rites; and the third, to be Acting Governor of Formosa (at the time of the war with Japan). A distinguished official, too, also of a Kweilin family, is His Excellency Ts'EN CH'UN-HSUAN (岑春煊), now Governor of Shansi, whose father was the well-known Viceroy Ts'EN YÜ-YING (岑毓英). Of military officials, there are two prominent personages—LIU YUNG-FU (劉永福), the "Black Flag" leader, and the Generalissimo now in Kwangsi, SU YÜAN-CH'UN (蘇元春); likewise must be mentioned MA SHENG-CHIH (馬盛治), Divisional Commander under Field-Marshal SU. Among well-known functionaries who have recently been in the province was the much-liked MA PEI-YAO (馬丕瑤), Governor between the years 1890 and 1893, who encouraged the silk industry, and was instrumental in promoting the Ch'uan Ching Shu-yüan here (*vide* (n.)) and other

* *Vide* official list, *passim*.

educational matters; Governor MA's native province was Honan, and he died of fever in Canton, in 1895, while holding the position of Governor there—his name is a revered one in this province. LI PING-HENG (李秉衡) was Governor of Kwangsi between 1888 and 1890, and was killed at Yang-ts'un (楊村), between Tientsin and Peking, in 1900: he was a Hunanese. YU CHIH-K'AI (游智開) was Provincial Treasurer between 1890 and 1894; he acquired a great reputation for probity and economy; acted as Governor at Canton after Governor MA, and resigned, it is said, upon some disagreement with the Viceroy; was re-appointed Treasurer of Kwangsi, and shortly afterwards retired; he, likewise, was a Hunanese. That well-known statesman LU CH'UAN-LIN (盧傳霖) was once a Magistrate in this province; thence, ultimately, did he become Governor of Shensi, Acting Viceroy of Szechwan, Governor of Kwangtung, Governor of Kiangsu, and, finally, President of a Board.

The following have been Governors of Kwangsi during the past 10 years:—

NAME		Native Province.	Assumed Office.	Relinquished Office.
MA P'EI-YAO.....	馬丕瑤	Hunan.....	1890	1893
CHANG LIEN-KUEI.....	張聯桂	Kiangsu.....	1893	1896
SHIH NIEN-TSU.....	史念祖	Kweichow.....	1896	1898
HUANG HUAI-SSEN.....	黃槐森	Kwangtung.....	1898	1901
TING CHEN-TO.....	丁振鐸	Honan.....	1901	

(y.) LITERARY PRODUCTION.—I cannot find that any specially well-known book has been published of late years, nor, indeed, at all, though a good deal has been done in cartography (*infra*). The Local Annals, of course, have not been brought up to date; but the Provincial are very fairly so. In the "Ts'ang-wu Chih" (蒼梧志) are mentioned as published at Kweilin: the 桂勝, "The Rise of Kweilin"; the 雙桂軒存稿, "The Pavilion of the Double Osmanthus" (a collection of verse); and the 桂林巖洞題刻記, "The Grottoes of Kweilin"—the first was compiled by CHANG MING-FENG (張鳴鳳), a *chü-jên* of Lin-kuei magistracy (臨桂縣), in the reign of the Emperor CHIA CHING (嘉靖), of the Ming dynasty (circa A.D. 1522); the second was the work of LÜ CHIH (呂熾), also of Lin-kuei, during the 5th year of the Emperor YUNG CHENG, of the present dynasty (A.D. 1728); and the author of the third was LIU YÜ-LIN (劉玉麟), a second class assistant Departmental Magistrate, in the 40th year of the Emperor CH'EN LUNG (A.D. 1776). I have not been able to obtain these books; and I have no doubt an inspection of the Annals of the other prefectures and districts of this province would show other publications of equal weight—though one is safe here in taking Kweilin as a standard.

The original Local Annals dated back to the T'ang dynasty (A.D. 620-907), but, seemingly, the few impressions current were destroyed at the time of unrest preceding the first years of the present dynasty. It was not until the 35th year of the Emperor K'ANG HSI (A.D. 1697) that a manuscript copy in the keeping of a Mr. TSENG HSIAO-K'UAN (曾孝寬) was printed. Revision was made in the 28th year of the Emperor TAO KUANG (A.D. 1849).

The Provincial Annals (廣西通志) were published in the 5th year of the Emperor CHIA CH'ING (嘉慶), of the present dynasty (A.D. 1800), and revised in the 17th year of the present reign (1892).

A complete atlas and gazetteer of the province—the 廣西輿地全圖—was published at Kweilin, under official authority of Governor CHANG LIEN-KUEI (張聯桂), in the 21st year of the present reign (1895). It is in two quarto volumes, printed at Shanghai, on fine white paper, and contains 107 maps of the various prefectures, magistracies, etc., with a descriptive narrative. 700 copies were struck off for the first edition, and a second edition was published three years later. It is based upon older maps and plans, and is not the result of a special survey.

(z.) PROSPECTS.—To recapitulate: the province, as a whole, is both at present productive and possessed of the greatest potential capacity in its mines. It has yet no great cities, nor is it thickly populated, nor is there much outward indication of wealth. Certain artificial obstacles, such as banditti—and natural ones, such as droughts—have been alluded to, and the two are greatly complementary. The trade, however, is rather *in posse* than *in esse*, and is at an experimental stage. There is, I believe, a medical dictum that any human organ disused may lapse into inanition; and used, gains vigour. That is the position of trade hereabouts—it is gaining vigour.

Of Wuchow itself, it has been said, in general terms:—"As a port of transit Wuchow will take high rank. Imports for a considerable and growing demand will enter here, and up-country produce must pass down, since riverine unrest will alone drive this trade through Tonkin, and on this trade Foreign bottoms have as yet little hold. With altered fiscal regulations great changes are expected. Wuchow, as the point of departure for the trade of the three western provinces, will draw imports from Hongkong; direct exports are now few, but this must, and inevitably will, change."* And elsewhere the same writer has observed: "Wuchow is the door through which all merchandise to and from the west must pass—geographically it commands the whole province, and it will always remain a great port of transit"; and adds, "but the mountainous nature of the country all round and up to its very centre, thereby seriously cramping a growing population, will keep it from ever becoming a consuming centre or a large city."

I have already referred, in sundry places, to the earlier British Consular Reports dealing with the commercial sphere of the port. It now becomes necessary to consider what extraneous influences, in places alluded to, may affect this port *per se*—e.g., what may be the effect on the Wuchow zone of novel and convenient means of transport approaching from ports now opened, or what may be the effect of opening new places aided or unaided by such novel means as aforesaid (I cannot here deal with the effect of the possible creation of an industry or of a specific exceptional demand); and all this without regard to fiscal changes or alteration of the present Treaty-port system, general conditions abroad, general conditions in China, and the increasing relationship between China and other countries (e.g., Germany, the United States, and, above all, Japan). I can but lightly touch on this. The ports which, at this time, may be said to be "in competition" with Wuchow more especially are Pakhoi, Lungchow, and Mengtze. As regards Pakhoi, probably no means can make it other than it at present stands in relation

* Wuchow Trade Report, 1900.

to this port, save the projected railway; it will probably more and more simply tend to feed that portion of Kwangtung in which it lies. As regards Lungchow, a railway from Tonkin might also give it exceptional vitality, though the effect of railways is, no doubt, a difficult problem to juggle with. Mengtaz *via* the Red River already offers an alternative route of importance. In any case, it supplies one province which really lies without the Wuchow sphere—Yunnan; and as regards Kweichow, Wuchow more and more, rather than less and less, supplies it. Mengtaz will grow in ordinary proportion, but will not of itself affect Wuchow. The mart of Nanning might alone seriously affect this port—it will take, perhaps, one-half of both its export and transit trade. As it has been tersely put: "The only difference caused by the opening would be that a certain proportion of Duties now paid at Wuchow will then be levied at Nanning." Here, again, the rail is an uncertain factor. The first Trade Report on Wuchow stated:—"The trade of Wuchow may in future be adversely affected by French railway extension from Tonkin. The line to Nanning will no doubt, in time, become an accomplished fact, and then competition will commence in earnest between the rival routes to that place. It is not certain, however, that the rail will be cheaper than the river. At present, a bale of cotton yarn, for example, can be sent to Nanning from Hongkong *via* Wuchow for about \$7, all Duties included; and it remains to be seen if the route *via* Haiphong will be as cheap. I scarcely think so, considering that there will be between 200 and 300 miles of railway carriage to pay for. The transport will be more rapid; but the Chinese will not care much for this advantage, except they can have that of cheapness also."* And while the navigable conditions to Nanning are an obstacle, yet, perhaps, if particular rocks be removed (no very difficult operation) and the channel straightened, probably a special class of lighter, of large carrying capacity, for towing purposes, will be constructed, and cargo go just as well by the West River. With its central position and its easy touch, Nanning—within its own zone—will suffer even less than Wuchow from the competition of either Pakhoi, Lungchow, or Mengtaz.

But if we say that the opening of Nanning will, in any case, have much effect on Wuchow, does there yet remain any other course of trade which may make up the local loss? Will trade *via* the Cassia River to the Kweilin direction grow? Naturally, it cannot, for the river is rather a misnomer as such; artificially, engineering may improve the river, or an alternative land route in that direction may be formed. On the whole, in that quarter and to the west-north-west may lie new prospects for Wuchow, seeing how closely Hongkong is in correspondence with this port, as compared with (*e.g.*) Shanghai and Chungking. But here again, even, Nanning is probably as advantageously placed as Wuchow for reaching such districts. A quick through route *via* the United States or Canada—or the development of the former, of itself, on the huge scale—would (but, again, only if there be the Hankow Railway), of course, not only affect this port, cutting upwards, but all this part: most of the lighter products of the fertile region of Central Kwangsi will pass to Nanning for water carriage, but heavier products (such as those of mines) may be sent here. And possibly, if improvements in water carriage continue to advance equally with land, all things equal, this may even become a manufacturing

* Wuchow Trade Report, 1897. With this, and in this close connexion, may be cited the words of Mr. H. B. MORAN, when Commissioner of Customs at Lungchow: "Time is not important in China, and, other things being equal, water transport will always be preferred for its cheapness" (leading article, "Hongkong Weekly Press," 25th June 1898).

centre, from its close correspondence with Hongkong; this is, however, doubtful—as well send to Hongkong direct. This port has, however, certain physical features: the land around contains much clay, fully charged with iron and of efficient pertinacity—may not a brickmaking industry grow up?

In sum, then, the trade of the province as a whole will increase, because of its present and latent resources and because of commercial stimulus; the trade through Wuchow, as a natural entry and exit to the province and its neighbors, will grow, first, with the provincial trade on the one hand, and, secondly, so long as Hongkong remains the great centre it now is.* But the opening of Nanning will, in any case, affect Wuchow as a *dépôt*—still more so if there be navigable through communication with Hongkong; and then conditions would be something like moving Wuchow to Nanning. Artificial routes, such as railways, will, if making carriage cheaper than the natural—and provided (*e.g.*) unless and until there be a similar route from Canton to Wuchow,—divert trade elsewhere. Much depends on what engineering may accomplish in a difficult region—what, for example, may be the effect of improved roads and motor transit; on the other hand, how may water transit be improved and utilised;—and here I must recall the well-known words of Mr. COLBORNE BABER regarding engineering feats, such as piercing Mont Cenis tunnels and erecting a few Menai bridges, by which transit in South-western China "would, no doubt, be much improved." In the Appendices (Appendices Nos. 21 and 22) will be found a comparative table of the value of the inward and outward transit trade of the ports of Canton, Pakhoi, Lungchow, Mengtaz, Wuchow, and Samshui, as regards supplies to and from Kwangtung, Kwangsi, Kweichow, Yunnan, and Hunan.

The following members of this staff have assisted in the composition of this Report and the attached Appendices:—Messrs. W. C. G. HOWARD (part of (c.)); J. NOLASCO DA SILVA (part of (v.), a map, certain notes, and an Appendix); H. J. SHARPLES (parts of (b.), (c.), (f.), and certain Appendices); J. H. BARTON (part of (i.), certain maps, tracings, and Appendices); F. J. BRUMFIELD (notes on local flora); W. H. CAMPKIN (certain tracings); R. H. GASKIN (part of (e.)); HUANG PING, Sze Tu Hi, YÜ K'Ö-CHAO (sundry notes); WONG CHEUNG-TSO (sundry notes, memoranda, and Appendices); WONG JIK-MAN (certain maps); SHIH WUN CHANG (certain memoranda); and HÜ KAM-SHUI (certain Appendices). I have also received aid from gentlemen of the missionary community.

ERNEST ALABASTER,

Acting Commissioner of Customs.

CUSTOM HOUSE,

WUCHOW, *31st December 1901.*
27th May 1902.

* In this connexion, vide remarks of Officer administering the Government, in "Report of Hongkong Trade and Revenue, 1897."

APPENDIX No. 2.

NET QUANTITY AND VALUE OF THE PRINCIPAL FOREIGN IMPORTS, 1897-1901.

DESCRIPTION OF GOODS.	Classification of Quantity.	1897.*		1898.		1899.		1900.		1901.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
COTTON GOODS.											
Shirtings, Grey, Plain.....	Pieces	28,492	71,205	62,615	100,184	78,450	188,280	65,989	197,967	85,047	255,135
" White, ".....	"	15,266	48,852	56,425	138,251	75,186	263,151	70,184	259,681	94,302	311,196
" Dyed, ".....	"	5,827	13,324	18,072	38,932	35,368	74,265	37,123	102,627	62,593	160,670
" Figured, Brocade, and Spotted.....	"	1,843	4,897	4,233	18,202	9,716	35,949	7,227	27,488	5,810	23,822
T-Cloths.....	"	18,713	52,531	47,951	82,466	39,176	83,530	41,167	77,880	38,665	85,779
Chintzes and Furnitures.....	"	1,246	5,233	2,149	10,590	4,323	10,807	4,596	11,030	5,078	14,218
Cotton Damasks.....	"	1,284	10,252	434	2,040	806	3,627	4,342	26,052	11,354	71,530
Velvets.....	"	2,028	10,140	2,312	12,254	2,287	16,009	3,973	25,825	3,469	23,241
Cotton Flannel.....	"	769	1,958	1,972	7,943	2,458	12,865	5,202	17,211	6,432	21,489
" Yarn, Indian.....	Piculs	27,141	624,251	62,177	1,243,814	88,704	1,570,060	89,309	1,786,190	106,378	2,106,284
" Thread.....	"	40	1,275	89	11,635	112	19,376	102	16,222	111	17,538
WOOLLEN GOODS.											
Lastings, Plain and Figured.....	Pieces	1,086	13,053	838	8,825	1,109	12,199	1,277	15,324	996	11,952
Long Kils.....	"	4,216	21,080	4,630	23,150	10,514	63,084	12,751	76,506	8,918	46,374
Cloth, Broad, Medium, and Habit.....	"	447	40,230	413	14,868	481	12,025	399	14,802	645	23,091
Italian Cloth.....	"	...	...	542	10,219	664	11,325	1,108	18,408	498	9,831
METALS.											
Iron, Bar.....	Piculs	1,247	2,993	1,958	5,875	14,236	46,978	13,850	62,324	30,112	126,482
Steel Bars.....	"	1,089	5,117	2,744	12,622	1,425	6,555	1,716	10,982	4,875	29,249
SUNDRIES.											
Betel-nuts.....	Piculs	2,334	18,874	3,328	18,303	4,551	31,860	3,244	25,956	3,573	28,575
Braid, Llama.....	Gross	8,817	6,298	21,353	15,252	22,706	16,423	20,343	15,171	25,140	19,734
Cloth, Native, and Nankeens.....	Piculs	...	...	289	10,127	948	44,579	1,613	80,650	2,966	148,317
Cotton, Raw, Indian.....	"	1,324	35,741	4,674	65,884	5,175	68,304	3,119	51,463	3,900	66,300
Cattle-fish.....	"	1,364	14,192	2,374	41,547	2,014	46,322	2,476	61,888	3,624	90,652
Fish, Salt.....	"	1,341	2,951	5,447	35,401	10,965	46,052	13,958	69,789	17,868	89,338
Flour.....	"	736	2,609	1,748	6,810	3,932	14,250	3,658	13,129	12,474	42,433
Gypsum.....	"	...	...	1,904	1,808	13,990	22,384	19,522	29,283	15,326	22,989
Lily Flowers, Dried.....	"	779	5,534	1,708	8,541	1,689	14,358	1,250	12,503	1,664	18,302
Matches, Wood, Japan.....	Gross	84,999	21,233	340,464	83,454	483,115	127,885	341,666	90,859	452,561	121,344
Medicines.....	Piculs	421	4,732	3,293	29,141	4,495	36,137	4,522	40,480	6,701	64,511
Mussels, Dried.....	"	541	4,055	634	7,918	937	12,181	1,164	17,460	1,586	22,187
Oil, Kerosene, American.....	Galls.	749,410	99,671	404,425	58,596	1,431,650	234,734	1,383,130	261,766	1,217,140	201,681
" Russian.....	"	133,455	17,081	18,990	2,654	105,980	16,758	...	...	41,000	5,270
" Sumatra.....	"	299,710	36,868	1,494,075	198,420	1,115,900	176,139	1,170,480	219,267	1,448,824	233,614
Paper, 1st Quality.....	Piculs	212	1,184	1,550	17,055	3,801	39,910	3,266	42,458	2,648	37,070
Pepper, Black.....	"	485	3,877	1,169	11,690	1,195	19,117	1,221	24,446	1,857	39,030
Prawns, Dried.....	"	427	12,393	1,201	22,077	1,338	32,788	1,485	37,148	1,626	39,789
Silk Piece Goods.....	"	34	16,755	99	69,027	109	66,490	134	85,760	178	63,360
Tobacco, Prepared.....	"	161	3,697	1,597	31,932	5,563	100,139	4,571	82,285	4,002	73,637
Umbrella Frames.....	Dozens	1,436	2,892	8,944	13,749	16,359	24,199	19,400	27,172	16,403	27,747
Umbrellas, Cotton.....	Pieces	3,450	1,212	20,563	10,282	27,964	11,186	31,164	15,582	35,956	17,828
Vermicelli.....	Piculs	689	4,825	1,547	10,366	1,415	15,993	2,768	33,216	4,246	50,103
Wax, White.....	"	38	1,223	186	7,807	246	22,140	152	10,611	279	19,251

II

* Seven months.

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APPENDICES.

APPENDIX No. 1.

DISTANCES (IN MILES) BETWEEN WUCHOW AND HONGKONG VIA WONGMOON.

Wuchow to	11	13	20	27	42	58	59	64	68	76	93	121	129	148	150	159	175	183	202	216	224
Kongshao.	2	7	16	29	45	46	51	55	63	80	108	116	135	137	146	162	170	189	203	211	213
Fungchuen.	7	14	22	31	41	44	48	55	63	80	108	116	135	137	146	162	170	189	203	211	213
Second Bar.	7	14	22	31	41	44	48	55	63	80	108	116	135	137	146	162	170	189	203	211	213
Dosing.	7	14	22	31	41	44	48	55	63	80	108	116	135	137	146	162	170	189	203	211	213
Takking.	15	31	38	45	51	55	63	80	108	116	135	137	146	162	170	189	203	211	213	213	213
Inkto.	16	32	39	46	51	55	63	80	108	116	135	137	146	162	170	189	203	211	213	213	213
Kaiyikkwan.	1	6	10	17	22	26	34	41	48	55	63	80	108	116	135	137	146	162	170	189	203
Yuetling.	5	10	17	22	26	34	41	48	55	63	80	108	116	135	137	146	162	170	189	203	211
Tree Head.	4	12	17	22	26	34	41	48	55	63	80	108	116	135	137	146	162	170	189	203	211
Inkpo.	8	17	25	33	41	48	55	63	80	108	116	135	137	146	162	170	189	203	211	213	213
Shinling.	28	36	45	53	61	72	84	91	107	116	135	137	146	162	170	189	203	211	213	213	213
Samahui.	8	27	36	45	53	61	72	84	91	107	116	135	137	146	162	170	189	203	211	213	213
Campbell Island.	19	29	38	46	54	62	73	81	95	103	131	131	131	131	131	131	131	131	131	131	131
Kumohuk.	2	11	27	33	35	43	52	57	65	74	83	91	107	116	135	137	146	162	170	189	203
First Cliff.	2	11	27	33	35	43	52	57	65	74	83	91	107	116	135	137	146	162	170	189	203
West Entrance, Sallan Channel.	9	25	33	35	43	52	57	65	74	83	91	107	116	135	137	146	162	170	189	203	211
Rest Entrance, Sallan Channel.	8	24	33	35	43	52	57	65	74	83	91	107	116	135	137	146	162	170	189	203	211
Orag Island, south 1/2 mile.	8	24	33	35	43	52	57	65	74	83	91	107	116	135	137	146	162	170	189	203	211
Lintin Island, west 2 1/2 miles.	19	33	41	43	52	57	65	74	83	91	107	116	135	137	146	162	170	189	203	211	213
Cape Moon.	14	33	41	43	52	57	65	74	83	91	107	116	135	137	146	162	170	189	203	211	213
Kallet Island, Hongkong.	8	41	49	49	65	74	83	91	107	116	135	137	146	162	170	189	203	211	213	213	213

APPENDIX No. 3.

NET QUANTITY AND VALUE OF THE PRINCIPAL NATIVE IMPORTS, 1897-1901.

Description of Goods.	Classifier of Quantity.	1897.*		1898.		1899.		1900.		1901.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Cloth, Native, and Nankeens....	Piculs	57	1,566	479	26,366	209	9,840	258	13,400	238	11,894
Medicines.....	"	75	3,248	119	1,298	95	1,145	34	592	49	276
Paper, 1st Quality.....	"	787	7,081	1,923	21,150	1,982	20,808	1,993	25,907	2,141	29,969
Samshu.....	"	...	...	565	2,824	600	2,399	679	2,036	763	2,290
Tobacco, Leaf.....	"	...	...	557	4,738	673	4,911	347	2,776	747	5,979
" Prepared.....	"	597	13,740	1,815	36,190	1,411	25,392	1,362	24,522	1,174	21,132

* Seven months.

APPENDIX No. 4.

NET QUANTITY AND VALUE OF THE PRINCIPAL EXPORTS, 1897-1901.

Description of Goods.	Classifier of Quantity.	1897.*		1898.		1899.		1900.		1901.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Aniseed, Star.....	Piculs	1,143	34,295	6,896	105,169	9,498	208,948	8,578	205,863	10,963	230,235
Arsenic.....	"	...	...	122	1,098	158	887	119	833	...	...
Feathers, Duck.....	"	...	...	...	...	354	2,657	1,048	10,331	306	2,710
Firewood.....	"	13,199	2,564	43,966	7,581	153,570	37,851	269,125	62,929	248,223	65,259
Hemp, Raw.....	"	2,441	18,680	1,084	8,056	1,478	11,155	3,003	22,079	1,702	13,890
Hides, Cow and Buffalo.....	"	6,241	93,563	22,808	250,889	18,533	233,515	18,799	319,571	19,831	323,241
Indigo, Liquid.....	"	6,190	46,428	14,087	56,349	15,501	66,653	13,834	62,251	15,165	71,276
Leather.....	"	1,154	13,273	7,435	111,522	6,745	128,154	5,305	111,399	8,799	175,971
Medicines.....	"	119	2,670	2,324	18,268	2,380	21,588	2,226	22,549	1,108	10,716
Morax.....	"	...	...	62	7,234	124	21,444	128	22,520	239	41,527
Nutgalls.....	"	192	3,271	738	10,331	506	9,114	1,237	20,412	1,095	17,083
Oil, Ground-nut.....	"	26	272	301	2,633	...	...	809	10,045	408	4,894
" Tea.....	"	164	1,848	1,834	16,506	534	4,809	1,973	21,697	1,572	18,860
" Wood.....	"	4,737	37,902	10,981	65,887	20,791	187,121	24,469	146,813	31,129	196,110
" Aniseed.....	"	12	2,138	288	57,600	212	47,858	79	15,007	582	114,152
" Cassia.....	"	77	14,675	439	65,850	387	58,055	198	19,800	34	3,645
Paper, 1st Quality.....	"	69	619	295	2,658	2,299	24,141	502	6,568	101	1,412
" 2nd.....	"	247	741	874	4,807	1,043	3,965	4,507	31,549	3,970	27,787
Poultry.....	No.	...	...	...	...	83,161	14,442	170,534	33,030	623,252	124,697
Seeds, Melon.....	Piculs	491	2,647	7,370	43,553	13,101	104,812	8,132	56,922	12,116	96,836
Silk, Raw, White.....	"	166	33,280	406	93,380	251	120,326	164	82,300	333	166,500
" Thrown.....	"	...	...	...	...	44	20,976	...	...	...	...
" Fishing-line.....	"	...	...	...	...	...	...	11	2,829	44	11,247
Skins, Moose-deer.....	Pieces	...	...	...	...	29,737	15,761	63,326	22,164	51,452	20,581
Sugar, Brown.....	Piculs	743	1,854	31,728	101,492	54,960	181,369	90,590	226,472	863	2,588
" White.....	"	3,394	15,700	26,556	111,368	55,348	276,740	44,406	222,030	...	...
Timber, Planks, Soft-wood.....	Sq. feet	59,479	118,745	...	...	...	...	...	365,884	13,904	49,066
Tobacco, Leaf.....	Piculs	...	...	2,015	16,343	1,659	12,110	100	800	...	...

* Seven months.

APPENDIX No. 5.

NET QUANTITY AND VALUE OF THE PRINCIPAL FOREIGN GOODS FORWARDED TO THE INTERIOR
UNDER TRANSIT PASS, 1897-1901.

DESCRIPTION OF GOODS.	Classifier of Quantity.	1897.*		1898.		1899.		1900.		1901.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
COTTON GOODS.											
Shirtings, Grey, Plain.....	Pieces	14,957	37,393	27,922	44,675	41,728	100,147	33,582	100,746	49,975	149,925
" White, ".....	"	8,859	28,349	25,689	64,223	32,181	112,634	29,737	110,026	51,730	170,709
" Dyed, ".....	"	4,179	15,542	17,102	35,213	36,922	76,577	35,862	94,950	64,914	169,080
" Figured, Brocad- ed, and Spotted.....	"	1,027	2,465	3,780	16,254	7,447	27,554	6,811	25,882	3,692	15,137
T-Cloths.....	"	10,447	29,127	25,265	43,837	24,148	52,075	23,996	45,533	23,161	51,290
Chintzes and Furnitures.....	"	790	3,318	1,476	7,084	2,339	5,848	2,966	7,118	3,805	10,654
Cotton Damasks.....	"	746	5,968	...	...	493	2,219	2,929	17,574	9,608	59,569
Velvets.....	"	1,574	7,870	2,004	10,621	1,940	13,580	3,393	22,055	2,677	17,936
Cotton Flannel.....	"	206	1,033	671	4,790	1,304	7,219	1,653	8,944	2,252	13,478
" Yarn, Indian.....	Pieces	25,779	592,917	56,337	1,126,740	76,610	1,356,004	80,203	1,604,040	97,102	1,922,635
" Thread.....	"	16	541	6,346	8,250	93	15,999	79	12,606	90	14,229
WOOLLEN GOODS.											
Leatings, Plain and Figured.....	Pieces	920	11,040	563	5,770	1,057	11,627	752	9,024	817	9,804
Long Ells.....	"	3,965	19,825	4,265	21,325	9,536	57,216	7,417	43,018	9,103	47,335
Cloth, Broad, Medium, and Habit	"	139	12,510	256	9,216	271	6,911	292	10,804	533	19,081
Italian Cloth.....	"	...	...	...	...	402	6,909	783	12,922	416	7,734
METALS.											
Iron, Bar.....	Pieces	62	150	334	1,003	5,702	18,532	9,173	41,278	18,035	75,745
Steel Bars.....	"	988	4,643	2,539	11,677	1,100	5,061	1,380	8,832	4,006	24,436
SUNDRIES.											
Betel-nuts.....	Pieces	1,051	8,410	860	4,730	2,050	14,355	2,078	16,624	2,860	22,591
Braid, Llama.....	Gross	5,988	4,283	15,262	9,616	14,916	10,310	15,626	12,443	19,604	15,366
Cloth, Native, and Nankeens.....	Pieces	20	402	181	9,985	526	24,723	1,192	59,600	2,131	100,550
Cotton, Raw, Indian.....	"	390	10,530	1,851	25,914	2,232	29,458	1,094	18,051	2,071	35,196
Cuttle-fish.....	"	123	1,598	613	10,429	619	14,233	810	20,250	1,798	45,680
Fish, Salt.....	"	119	262	848	5,512	2,013	8,457	3,687	18,435	6,340	31,700
Flour.....	"	152	532	463	2,038	1,502	5,304	1,512	5,335	5,965	18,825
Gypsum.....	"	12	50	1,673	1,589	10,981	17,569	15,714	23,571	14,477	21,716
Lily Flowers, Dried.....	"	320	2,242	1,024	5,121	1,001	8,510	780	7,800	1,191	12,866
Matches, Wood, Japan.....	Gross	57,942	14,747	322,925	80,550	388,321	99,057	319,912	83,205	360,084	98,095
Medicines.....	Pieces	...	655	1,232	9,124	1,983	13,883	2,555	20,602	3,682	37,849
Mussels, Dried.....	"	87	700	...	...	142	1,847	...	3,000	637	9,174
Oil, Kerosene, American.....	Galls.	590,820	78,595	366,470	53,865	1,189,030	193,424	1,139,530	220,072	1,030,425	168,647
" Russian.....	"	100,125	12,803	42,640	5,779	68,070	10,808	...	...	28,650	3,639
" Sumatra.....	"	201,030	24,744	1,409,272	188,872	894,650	128,247	710,340	127,408	1,046,980	157,394
Paper, 1st Quality.....	Pieces	198	1,782	1,746	19,212	3,850	40,432	3,393	44,109	2,600	30,403
Pepper, Black.....	"	340	2,718	904	9,049	895	14,318	1,065	21,300	1,778	35,920
Prawns, Dried.....	"	22	748	318	6,696	373	9,158	376	9,400	762	18,674
Silk Piece Goods.....	"	16	8,090	62	43,176	105	63,971	92	58,880	126	44,818
Tobacco, Prepared.....	"	118	2,710	1,266	25,320	5,941	106,947	4,469	80,442	3,858	70,988
Umbrella Frames.....	Dozens	1,550	3,037	4,320	7,489	6,338	10,584	7,160	13,668	12,955	18,835
Umbrellas, Cotton.....	Pieces	2,524	1,262	16,357	8,178	28,234	11,294	34,598	16,299	34,430	17,215
Vermicelli.....	Pieces	550	3,853	1,190	7,974	1,039	11,686	2,328	27,936	4,064	47,956

* Seven months.

APPENDIX No. 6.

NET QUANTITY AND VALUE OF THE PRINCIPAL NATIVE GOODS BROUGHT FROM THE INTERIOR
UNDER TRANSIT PASS, 1897-1901.

DESCRIPTION OF GOODS.	Classifier of Quantity.	1897.*		1898.		1899.		1900.		1901.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Aniseed, Star.....	Piculs	831	26,692	6,389	97,432	9,498	208,964	9,480	227,408	11,120	233,512
Feathers, Duck.....	"	...	...	...	97,432	341	2,568	568	9,508	286	2,546
Gins, Cow.....	"	290	3,770	1,768	15,912	1,840	20,240	1,367	15,042	1,043	13,557
Hides, Cow and Buffalo.....	"	2,353	35,295	17,023	187,253	11,615	146,345	13,711	95,975	15,684	250,945
Horns.....	"	180	900	1,230	7,995	813	5,120	1,120	6,718	910	5,463
Indigo, Liquid.....	"	...	...	4,821	19,284	3,981	17,116	3,537	15,916	6,157	30,785
Leather.....	"	998	11,976	6,545	98,175	5,899	112,072	4,581	96,211	8,187	163,732
Medicines.....	"	30	852	1,037	16,691	1,306	29,417	1,850	18,719	502	5,729
Mora.....	"	...	...	...	...	...	...	121	21,152	232	40,436
Nutgalls.....	"	20	340	516	7,224	454	8,163	1,058	17,459	841	13,453
Oil, Tea.....	"	...	...	1,138	10,242	...	...	1,104	12,147	353	4,236
" Wood.....	"	100	800	2,582	15,492	1,730	15,567	7,353	44,116	9,127	54,760
" Aniseed.....	"	12	2,640	305	61,000	177	40,018	178	17,852	572	112,088
Paper, 1st Quality.....	"	...	...	185	1,665	1,406	14,763	440	1,319	79	1,103
2nd.....	"	223	669	695	3,822	1,242	4,658	4,040	28,281	3,815	28,611
Seeds, Melon.....	"	...	...	5,036	29,712	7,644	61,150	4,441	31,089	9,748	77,985
Skins, Mouse-deer.....	Pieces	700	110	...	27,099	14,362	60,987	21,345	49,573	19,829	77,985
Sugar, Brown.....	Piculs	...	...	26,061	83,395	24,902	80,931	82,957	207,382	885	2,654
White.....	"	1,159	4,636	34,003	136,012	54,514	272,572	45,770	228,849	...	...
Timber, Planks, Soft-wood.....	Sq. feet	222,452	8,444
Tin, in Slabs.....	Piculs	253	10,610	593	20,744	318	10,796

* Seven months.

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DECENNIAL REPORTS, 1892-1901.

APPENDIX

DESTINATION AND QUANTITY OF SOME PRINCIPAL FOREIGN GOODS

DESTINATION.	SHIRTINGS.			T-CLOTH.			COTTON YARN.		
	1899.	1900.	1901.	1899.	1900.	1901.	1899.	1900.	1901.
	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Piculs.	Piculs.	Piculs.
Kwangai:—									
Kweilin.....	32,849	30,862	40,744	718	644	880	11,454	8,160	9,750
P'ing-lo.....	6,543	4,173	6,565	1,149	845	695	606	258	358
Lüchow.....	14,559	10,934	10,164	4,001	3,399	2,345	6,359	6,033	3,241
Ch'ing-yüan.....	14,070	6,488	7,253	1,635	1,365	506	6,048	2,547	1,473
Nanning.....	21,624	18,511	26,838	9,220	10,448	8,200	9,419	6,529	5,893
Hsunchow.....	3,242	554	830	745	419	529	1,188	533	349
Wuchow.....	100	...	91	...	...	...	66	6	...
Sü-tu.....	450	4,702	7,758	...	423	490	1,056	2,430	1,825
Yü-lin.....	323	1,332	3,821	275	590	1,055	1,038	939	3,467
Po-se.....	2,892	860	1,866	810	135	162	225	243	690
Lungchow.....	1,440	...	...	675	75	...	...	...	...
Kweichow:—									
P'u-an-chou.....	...	...	...	...	...	...	...	1,170	186
Hsing-i.....	1,566	480	...	30	150	4	2,901	2,500	1,946
An-thun.....	8,385	22,737	62,730	960	4,023	7,944	9,240	29,281	43,625
Kwanotung:—									
Shiuhing.....	15	...	174	...	...	86	66	...	...
Takhing.....	...	...	2	...	...	...	...	...	...
Lo-ting.....	470	...	5	450	15	20	...	24	96
Yunnan:—									
Yunnan-fu.....	1,670	...	...	1,230	250	...	3,477	2,272	1,415
Ch'ü-ching.....	30	1,340	...	...	...	...	6,618	1,571	1,605
Kuang-nan.....	6,955	3,019	1,420	2,025	1,215	100	10,445	12,637	18,696
Lin-an.....	1,095	...	50	145	1,990	246	1,128
Ta-li.....	867	273	142
K'ai-bua.....	225	2,623	2,370	1,221
Kuang-hai-chou.....	924	180	...

WUCHOW.

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No. 7.

FORWARDED TO THE INTERIOR UNDER TRANSIT PASS, 1899-1901.

LONG RAIL.			IRON, BAR.			STEEL.			BRAID, LAMA.			DYES, ANILINE.		
1899.	1900.	1901.	1899.	1900.	1901.	1899.	1900.	1901.	1899.	1900.	1901.	1899.	1900.	1901.
Pieces.	Pieces.	Pieces.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Gross.	Gross.	Gross.	Value, Hk. Sh.	Value, Hk. Sh.	Value, Hk. Sh.
495	521	617	35	121	358	15	33	36	4,705	4,781	6,337	607	1,551	1,908
198	114	145	1,257	2,286	2,539	93	81	125	1,833	965	1,911	14	4	47
867	928	243	172	158	360	242	138	162	4,276	2,664	1,336	223	125	218
634	500	230	100	10	17	89	54	96	1,455	495	466	88	419	244
2,169	574	1,753	3,143	4,661	10,347	531	726	2,705	1,621	2,690	3,429	2,308	4,795	3,169
2	...	...	322	180	121	27	...	11	7	...	...	44	5	16
...	...	...	169	143	85	...	...	2	...	34	...	...	...	...
25	420	275	70	126	255	...	3	42	...	631	658	...	36	...
10	27	48	374	1,202	2,208	27	59	101	25	347	167	4	...	75
1,775	...	285	...	...	1,198	25	257	501	...	...	250	318	410	1,320
50	...	...	...	100	...	...	...	...	...	50	28	...	688	114
...
105	20	...	...	...	...	...	...	...	...	...	...	...	...	...
375	3,653	4,972	...	6	364	17	29	136	900	2,720	4,689	132	184	181
...	75	10	50	30	70	...	...	...	...	...	33	...	...	40
...	...	...	10	90	...	...	...	...	...	...	...	...	...	...
...	...	...	...	30	80	...	...	...	...	...	...	...	...	...
1,550	...	150	...	...	...	...	...	...	...	112	...	...	...	...
60	...	...	...	...	35	...	...	15	...	...	...	...	...	...
1,051	385	50	...	30	...	...	...	38	94	137	150	...	...	210
...	...	50	...	...	...	...	...	34	...	...	...	200	...	...
...
110	200	275	...	...	15	...	...	38	...	...	150	...	...	...
...

DESTINATION AND QUANTITY OF SOME PRINCIPAL FOREIGN GOODS

DESTINATION.	FANS, PAPER.			GLASS, WINDOW.			LAMPS.		
	1899.	1900.	1901.	1899.	1900.	1901.	1899.	1900.	1901.
	Pieces.	Pieces.	Pieces.	Sq. feet.	Sq. feet.	Sq. feet.	Pieces.	Pieces.	Pieces.
KWANGSI:—									
Kweilin.....	58,218	42,588	10,490	7,100	17,800	22,500	2,779	2,290	6,801
Ping-lo.....	...	1,350	...	1,800	2,300	5,800	2,808	1,847	1,910
Liuchow.....	...	...	...	4,400	3,400	1,400	3,275	751	2,737
Ch'ing-yüan.....	3,000	850	...	300	1,100	700	1,537	905	1,374
Nanning.....	22,230	26,900	27,600	8,100	8,900	8,800	13,991	1,371	6,764
Hsunchow.....	...	...	...	1,100	600	500	660	67	806
Wuchow.....	...	...	...	...	...	...	...	244	...
Sai-fu.....	...	...	...	...	...	600	...	...	8
Yü-lin.....	...	...	...	1,200	1,800	3,900	96	533	2,806
Po-sa.....	...	...	3,600	...	100	4,900	7	...	6
Lungchow.....	...	...	...	...	1,400	1,000	...	294	513
KWICHOW:—									
P'u-an-chow.....	...	...	...	...	...	...	...	...	...
Hsing-i.....	...	...	...	...	...	...	...	...	...
An-shun.....	...	...	...	100	1,700	1,000	216	98	474
KWANTONG:—									
Shiohing.....	...	...	...	...	...	...	...	...	...
Takking.....	...	...	...	...	...	...	...	...	...
Lo-ting.....	...	...	...	...	...	...	...	...	...
YUNNAN:—									
Yunnan-fu.....	...	...	...	...	...	...	...	...	...
Ch'ü-ching.....	...	...	...	...	...	...	...	...	...
Kuang-nan.....	...	...	...	...	...	...	44	...	...
Lin-an.....	...	...	6,840	...	...	...	...	...	...
Ta-li.....	...	...	...	...	...	...	...	...	...
K'ai-hua.....	...	...	...	...	...	...	...	...	...
Kuang-hai-chon.....	...	...	...	...	...	...	...	...	...

FORWARDED TO THE INTERIOR UNDER TRANSIT PASS, 1899-1901—Continued.

OIL, KEROSENE, AMERICAN.			OIL, KEROSENE, RUSSIAN.			OIL, KEROSENE, SUMATRA.			UMBRELLAS, COTTON.		
1899.	1900.	1901.	1899.	1900.	1901.	1899.	1900.	1901.	1899.	1900.	1901.
Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Pieces.	Pieces.	Pieces.
158,970	152,550	165,250	500	...	1,200	39,050	26,400	39,260	3,980	5,002	6,672
111,800	78,040	85,350	7,100	...	...	68,150	75,995	85,030	24	12	12
160,800	108,970	70,750	8,700	...	...	166,300	100,545	47,150	8,798	8,749	6,238
53,470	40,500	29,600	220	...	...	16,550	12,300	7,600	5,822	3,702	3,726
576,540	610,130	358,090	39,800	...	13,500	471,650	348,080	402,140	2,430	1,792	100
15,250	8,000	1,500	1,300	...	1,300	23,300	10,450	9,050	850	68	300
1,800	...	...	...	...	...	5,000	300	...	...	...	...
4,300	4,900	3,650	...	...	...	2,250	6,000	500	...	...	...
76,300	37,400	26,830	10,450	...	11,750	96,950	57,150	212,300	...	...	25
3,000	31,500	62,470	...	...	...	...	2,000	2,000	...	...	...
...	...	8,000	...	...	...	...	...	10,000	...	6	...
...
...	500	...	...	...	...	...	...	...	...	...	...
3,500	57,790	205,535	...	...	...	2,500	54,420	214,250	6,330	12,907	16,877
10,300	200	500	...	...	...	1,650	5,100	6,000	...	...	...
200	...	1,200	...	...	900	...	...	600	...	360	...
5,800	2,800	4,200	...	...	...	1,300	11,600	10,100	...	...	...
...
...
...	6,250	4,500	...	...	...	...	...	1,000	...	...	480
7,000	...	...	...	...	...	...	...	...	...	...	...
...
...	...	3,000	...	...	...	...	...	...	...	...	...
...

APPENDIX No. 8.

A LIST OF VARIETIES AND BRANDS OF CERTAIN IMPORTS MET WITH AT WUCHOW,
AND THE COUNTRIES FROM WHICH THEY COME.

White Shirtings.

German:—	
ARNHOLD, KARBERG, & Co.	{ Duck and fox. F. K. D. K. C. K.
English:—	
REISS & Co.	{ Blue lion. S. 80. S. 70. S. 60.
JARDINE, MATHESON, & Co.	{ M. 1. M. 2. M. 3.
GIBB & Co.	{ K. 200. K. 300.
E. D. SASSOON & Co.	Racehorse.
<i>Grey Shirtings.</i>	
English:—	
E. D. SASSOON & Co.	Four dragons, 8.4 lb.
HOLLIDAY & Co.	{ Fat man in blue, 8.4 lb. Blue dragon, 10 lb.
GIBB & Co.	Red flower, 11 lb.
BANKER & Co.	{ Three butterflies, 10 lb. Gold drum, 8.4 lb.
REISS & Co.	{ Blue deer, 10 lb. Blue peach, 8.4 lb. V. V., 8 lb. Red deer, 10 lb.
EWO & Co.	Dragon, 10 lb.
JARDINE, MATHESON, & Co.	Five men, 10 lb.
BRADLEY & Co.	Three men, 10 lb.

T-Cloths.

English:—	
REISS & Co.	{ V. V., 24 by 36. Red deer, 24 by 32. Stag and man, 24 by 36 (T. ASHTON & SON).
JARDINE, MATHESON, & Co.	{ G. C., 24 by 36. Repairing shoes, 24 by 32.
REISS BROS.	Stag and man, 24 by 36.

Dyed Shirtings.

German (ARNHOLD, KAR- BERG, & Co.).	
Holland	Fast black, 40 by 31. Figured.

Other Cotton Piece Goods.

Chinese	Hupei Shirtings.
Europe and America	Cotton Jeans.
"	White Drills.

Cotton Blankets.

German	Red coloured, plain.
"	Red and white, flow- ered.
Japanese	Red and green, col- oured.
"	Coloured.
Chinese	Figured and colour- ed.

Railway Rugs.

English	One side black and a tiger on the other side.
"	One side black and coloured flowers on the other side.

Kerosene Oil.

American	Comet.
Russian	Anchor.
Langkat	Crown.
Sumatra	Dragon.

Flour, American.

Buck-eye Mill, patent roller:	Maryville.
JARDINE, MATHESON, & Co., dragon mark:	extra special.
Map of world and eagle:	Freewater, Oregon.
Lychee:	Centennial Mill.
Crescent Mills:	Stockton Milling Company.
Orient Milling Company:	California.

Matches, Japanese.

Red lion:	blue paper.
Red fish:	"
Red cash and green sword:	yellow paper.
Three men (one man riding on a horse, two men carrying an umbrella).	
Black monkey:	red paper (Ewo & Co.).
Birds and flower; two birds and a birdcage:	red paper.
Black monkey, green man seated upon a red peach, and a yellow rat.	
"Safety Matches"; a thin dog:	red and yellow paper.

"Superior Safety Matches"; a lion with open jaws, and two balls:	red paper.
Elephant, and a man riding on it:	black paper.
"Safety Matches"; a man riding on an elephant's back and four men standing.	
"Best Matches"; a bird flying with a man in mid-air.	
Slender stick; "Best Safety Matches"; a Native acrobat with a pole.	
God of Thunder; axe in his hand and two drums at his feet.	
Dragon carried by three boys, and a boy hold- ing a ball before it.	
Deer, with a man a foot away about to shoot it with a bow and arrow.	
Lion carried by two men, and a man holding a ball before it.	
"Elephant Safety Matches"; a man riding and another walking.	
Five rabbits brand.	
Dragon and a red fish entering a gate leading to the sea.	
Deer with four coins.	
An elephant, and a bird sitting on it (LOONG KEE & Co., Hongkong).	
A deer and a yellow flag:	red paper.

Condensed Milk.

English	"Evaporated Cream."
"	"Milkmaid Brand" (Anglo-Swiss Condens- ed Milk Company).
American	"Eagle Brand."
German	Bird; "Splendid Brand."
"	"The Swayonde Brand."
"	"Two Maids Brand."

APPENDIX No. 9.

RAINFALL AT WUCHOW, 1898-1901.

MONTH.	1898.	1899.	1900.	1901.	AVERAGE FOR THE FOUR YEARS.
	Inches.	Inches.	Inches.	Inches.	Inches.
January.....	... *	0.40	0.58	1.89	0.96
February.....	0.11	2.52	1.54	0.70	1.22
March.....	0.20	0.53	5.47	6.05	3.06
April.....	10.55	5.74	6.69	9.02	8.00
May.....	4.38	8.25	4.89	10.89	7.10
June.....	6.18	7.51	7.88	2.20	5.94
July.....	5.81	3.69	4.23	11.67	6.35
August.....	4.29	5.67	3.60	6.51	5.02
September.....	12.23	3.07	2.63	2.40	5.08
October.....	0.06	0.71	...	...	0.19
November.....	...	0.18	0.82	0.70	0.43
December.....	...	0.83	0.08	0.05	0.24
TOTAL.....	43.81	39.10	38.41	52.08	43.59

* No record.

APPENDIX No. 10.

COMPARATIVE VIEW OF DISEASES AMONG FOREIGNERS AT WUCHOW, FOR THREE YEARS, AUGUST 1897 TO AUGUST 1900.*

MONTH.	MEN.	WOMEN.	CHILDREN.
January.....	Diarrhoea, dysentery, malarial fever.	—	—
February.....	Neuralgia, malarial fever, small-pox, anthrax.	—	Intestinal colic.
March.....	Dysentery, follicular tonsillitis.	Catarrhal pharyngitis, neuralgia, alveolar abscess, influenza.	Influenza.
April.....	External hemorrhoids, asthma, eczema, neuralgia, diphtheria, influenza, septic wound.	Jaundice, malarial fever.....	Diarrhoea, malarial fever.
May.....	Dental caries, bordeolum, tinea, influenza.	—	Diarrhoea.
June.....	Diarrhoea, catarrhal jaundice, acute pleurisy, eczema, furunculus.	Dyspepsia, diarrhoea, otitis...	Dysentery, ascariides, catarrhal laryngitis, malarial fever.
July.....	Ascariides, diarrhoea, furunculus, abscess, muscular rheumatism, malarial nephritis, typhoid fever, bullet wound.	Normal confinement.....	Erysipelas neonatorum, typhoid fever, malarial fever, boils, bronchitis, influenza.
August.....	Eczema, ulcer of cornea, malarial fever, lightning stroke.	Anorexia.....	Erysipelas neonatorum, malarial fever.
September.....	Malarial fever.....	—	—
October.....	Dyspepsia, follicular tonsillitis, dry pleurisy, malarial fever.	Contagious pemphigus, normal confinement.	Ascariides, irritative diarrhoea.
November.....	Septicæmia, bronchitis, conjunctivitis, malarial fever, influenza.	Influenza.....	Influenza, scarlatina, dysentery.
December.....	Follicular tonsillitis, ischio-rectal abscess, malarial fever.	Small-pox.....	Strumous glandular enlargement.

* Dr. R. J. J. Macdonald, in Customs "Medical Reports."

APPENDIX No. 11.

LIST OF INDEPENDENT DEPARTMENTS, DEPARTMENTS, INDEPENDENT SUB-PREFECTURES,
SUB-PREFECTURES, AND DISTRICTS OF THE PROVINCE OF KWANGSI.*Independent Departments.*[N.B.—Independent of Prefect and directly responsible
to Intendant.]Yü-lin-chou (鬱林州).
Knei-shun-chou (歸順州).*Departments.*Yung-ning-chou (永寧州).
Ch'uan-chou (全州).
Hsiang-chou (象州).
Ho-ch'ih-chou (河池州).
Tung-lan-chou (東蘭州).
Na-ti-chou (那地州).
Nan-tun-chou (南丹州).
Pin-chou (賓州).
An-ting-chou (安定州).
Yang-wan-chou (陽萬州).
Hsi-lung-chou (西隆州).
Yung-an-chou (永安州).
Hsin-ning-chou (新寧州).
Hêng-chou (橫州).
Shang-ssü-chou (上思州).
Kuei-tê-chou (歸德州).
Kuo-hua-chou (果化州).
Chung-chou (忠州).
Tao-chou (左州).
Yang-li-chou (潯利州).
Yung-k'ang-chou (永康州).
Ning-ming-chou (寧明州).T'ai-p'ing-chou (太平州).
An-p'ing-chou (安平州).
Wan-ch'êng-chou (萬承州).
Ming-ying-chou (茗盈州).
Ch'uan-ming-chou (全茗州).
Lung-ying-chou (龍英州).
Chi-lun-chou (信倫州).
Chên-yüan-chou (鎮遠州).
Tu-chieh-chou (都結州).
Ssü-ling-chou (思陵州).
Chiang-chou (江州).
Ssü-chou (思州).
Shang-hsia-tung-chou (上下涼州).
Ping-hsiang-chou (潯祥州).
Fêng-i-chou (奉議州).
Hsiang-wu-chou (向武州).
Tu-k'ang-chou (都康州).
Shang-ying-chou (上映州).
Hsia-lei-chou (下雷州).
Chieh-an-chou (結安州).*Independent Sub-Prefectures.*[N.B.—Independent of Prefect and directly responsible
to Intendant.]Po-sê-t'ing (百色廳).
Shang-ssü-t'ing (上思廳).*Sub-Prefectures.*Lungchow-t'ing (龍州廳).
Ming-chiang-t'ing (明江廳).*Districts.*Lin-kuei-hsien (臨桂縣).
Hsing-an-hsien (興安縣).
Ling-ch'uan-hsien (靈川縣).
Yang-shuo-hsien (陽朔縣).
Yung-fu-hsien (永福縣).
I-ning-hsien (義寧縣).
Kuan-yang-hsien (灌陽縣).
Ma-p'ing-hsien (馬平縣).
Lu-jung-hsien (雒容縣).
Lo-ch'êng-hsien (羅成縣).
Liu-ch'êng-hsien (柳城縣).
Huai-yüan-hsien (懷遠縣).
Jung-hsien (融縣).
Lai-pin-hsien (來賓縣).
I-shan-hsien (宜山縣).
T'ien-ho-hsien (天河縣).
Ssü-ên-hsien (思恩縣).
Hsin-ch'êng-hsien (忻城縣).
Wu-yüan-hsien (武緣縣).
Ch'ien-chiang-hsien (遷江縣).
Shang-lin-hsien (上林縣).
Ling-yün-hsien (凌雲縣).
Hsi-lin-hsien (西林縣).
Ping-lo-hsien (平樂縣).
Kung-ch'êng-hsien (恭城縣).Fu-ch'uan-hsien (富川縣).
Ho-hsien (賀縣).
Li-p'u-hsien (荔浦縣).
Hsiu-jên-hsien (修仁縣).
Chao-p'ing-hsien (昭平縣).
Ts'ang-wu-hsien (蒼梧縣).
T'êng-hsien (藤縣).
Yung-hsien (容縣).
Ts'ên-ch'i-hsien (岑溪縣).
Hnai-chi-hsien (懷集縣).
Kuei-p'ing-hsien (桂平縣).
P'ing-nan-hsien (平南縣).
Knei-hsien (貴縣).
Wu-hsüan-hsien (武宣縣).
Hsüan-hua-hsien (宣化縣).
Lung-an-hsien (隆安縣).
Yung-shun-hsien (永淳縣).
Ch'ung-shan-hsien (崇善縣).
Lo-po-hsien (羅白縣).
Lo-yang-hsien (羅陽縣).
T'ien-pao-hsien (天保縣).
P'o-po-hsien (博白縣).
Pei-liu-hsien (北流縣).
Lu-ch'uan-hsien (陸川縣).
Hsing-yeh-hsien (興業縣).
Chên-pien-hsien (鎮邊縣).
Ên-lung-hsien (恩隆縣).

APPENDIX No. 12.

DISTRIBUTION OF CERTAIN MINERALS IN KWANGSI.

MINERAL.	PLACES OF ORIGIN.	REMARKS.
Gold.....	Chin-hsing-wei (金星尾), Tung-an-ssü (東安司), An-p'ing-ssü (安平司)—Wuchow prefecture (梧州府); Chao-p'ing district (昭平縣), P'ing-lo prefecture (平樂府); Ku-yang department (恩陽州); prefectures of Chên-an (鎮安) and T'ai-p'ing (太平); Yung-an department (永安州), P'ing-lo prefecture (平樂府). Washings at Ho-p'ing (和平), T'ai-p'ing department (太平), T'ai-p'ing prefecture, on a tributary of the West River; Yung-an department (永安州); Jung district (融縣), Liuchow prefecture (柳州府); I-shan district (宜山縣), Ch'ing-yüan prefecture (慶遠府); Chao-p'ing district (昭平縣), P'ing-lo prefecture (平樂府); T'êng district (藤縣), Wuchow prefecture (梧州府).	Especially near the town of P'ing-lo (平樂). Chao-p'ing (昭平) washers are said to make <i>Hk. Ts</i> 130,000 annually; Ho-hsien (賀縣), <i>Hk. Ts</i> 150,000 annually.
Silver.....	T'ien-p'ing range (天平山), San-ch'a range (三叉山)—Kuei district (貴縣), Hsuechow prefecture (潯州府); Ho district (賀縣), Fu-ch'uan district (富川縣), Li-p'n district (荔浦縣)—P'ing-lo prefecture (平樂府).	Widely distributed.
Copper.....	Yü-lin independent department (鬱林州); Hsiang-wu department (向武州), Chên-an prefecture (鎮安府).	
Tin.....	Ho district (賀縣), Fu-ch'uan district (富川縣)—P'ing-lo prefecture (平樂府).	
Antimony.....	Nanning (南寧), Ssü-ch'êng (泗城), Chên-an (鎮安), and T'ai-p'ing (太平) prefectures.	Widely distributed.
Iron.....	Te'ên-ch'i (岑溪縣) and Juog (容縣) districts, Wuchow prefecture (梧州府); Pei-liu district (北流縣), Yü-lin department (鬱林州); Wu-yüan district (武緣縣), Ssü-ên prefecture (思恩府).	
Coal.....	Especially at Ho district (賀縣) and Fu-ch'uan district (富川縣), P'ing-lo prefecture (平樂府).	Widely distributed.
Lead.....	San-ch'a range (三叉山), Kuei district (貴縣), Hsuechow prefecture (潯州府); Fu-ch'uan district (富川縣), P'ing-lo prefecture (平樂府).	Widely distributed, especially at north.
Zinc.....	do. do. do.	Very generally in combination with silver.
Arsenic.....	do. do. do.	

APPENDIX No. 13.

NATIVE SHIPPING: LIST OF CRAFT DISTINGUISHED ACCORDING TO LOCALITY.

CRAFT.	TRADE.		CARRYING CAPACITY.	AVERAGE CREW.	CARGO.
	From	To			
Ku-lao ch'uan*.....	古三	梧州	Piculs.	6 to 12	Passengers and general.
Samchow ".....	三	梧州	500 to 1,000	6 " 12	"
Liu-fu ".....	柳	梧州	500 " 1,000	6 " 12	Sugar, oil, manure, etc.
Longchow ".....	龍	梧州	200 " 2,500	6 " 17	Wood and dye-stuff.
Nanning ".....	南	梧州	100 " 150	8 " 10	General.
Kwaihsien ".....	桂	梧州	100 " 1,000	8 " 14	"
Tungshan ".....	洞	梧州	100 " 1,000	15	"
Konghao ".....	江	梧州	80 " 400	7	Rice, paddy, and general.
Kumchuk ".....	口	梧州	200 " 700	7	General.
P'ing-nan ".....	平	梧州	200 " 300	10	" and manure.
T'ai-p'ing ".....	太	梧州	200 " 500	8 to 10	Pigs, rice, indigo.
Mongkong ".....	蒙	梧州	100 " 150	8	General.
Ho-p'ing ".....	河	梧州	200 " 500	10	Pigs, rice, indigo.
Makong ".....	馬	梧州	50 " 60	3	Oil, manure.
Pei-liu ".....	北	梧州	20 " 300	8 to 10	Firewood and general.
Chin-chi ".....	上	梧州	50 " 250	6	Rice, paddy, paper, indigo.
T'eng-hsien ".....	藤	梧州	70 " 200	5	Passengers and general.
Ta-wu ".....	大	梧州	100 " 1,000	6 to 12	Cassia, rice, paddy.
Jung-hsi ".....	戎	梧州	20 " 60	3 " 4	Rice, paddy.
Chou-pieu ".....	州	梧州	100 " 200	6	General.
Kwaihsien ".....	桂	梧州	80 " 1,000	6 to 10	Rice, paddy, sugar, oil, chestnuts.
Li-p'u ".....	荔	梧州	20 " 300	4 " 10	Grain.
Sha-k'ou ".....	沙	梧州	700 " 1,000	8 " 12	Rice, paddy.
En-p'ing ".....	恩	梧州	600 " 1,000	8 " 12	"
Tung-kuan ".....	東	梧州	100 " 300	3 " 5	"
Tung-an ".....	東	梧州	30 " 50	3 " 4	Beans, rice, paddy, etc.
Lo-ting ".....	羅	梧州	500 " 1,000	8 " 10	Straw mats, garlic, etc.
Wochow ".....	梧	梧州	50 " 500	4	General.
Kwangsi ".....	廣	梧州	20 " 300	6 to 20	Salt and general.
Hukwang ".....	廣	梧州	20 " 300	6 " 20	"
Fu-ho ".....	福	梧州	50 " 150	3	Oil and general.
Jung-hsien ".....	容	梧州	50 " 250	6	Rice, paddy, paper, indigo.
Ho-shan ".....	鶴	梧州	500 " 1,000	6 to 12	Passengers and general.
Tai-liang ".....	上	梧州	50 " 250	6	Rice, paddy, paper, indigo.
Ho-hsien ".....	賀	梧州	400 " 500	5 to 6	Coal.

* These chiefly tranship at Hsuechow (潯州).
 " " " Konghao (江口).
 † About one-half tranship at Wuchow.

‡ These pass directly through to Canton.
 § Resemble a *ku-tu f'ing* (大肚艇), or full-bellied cargo-boat.

APPENDIX No. 14.

NATIVE SHIPPING: LIST OF CRAFT DISTINGUISHED ACCORDING TO CHARACTER.

CRAFT.		TRADE				CARRYING CAPACITY.	AVERAGE CREW.	CARGO.
		From	To					
Sampun ch'uan.....	仙板船	Up river.....	上河	Wuchow.....	梧州	Piculs.		Vegetables, paper, etc.
Ho-t'ou ".....	河頭船	Canton.....	廣東	".....	"	20 to 200	8 to 12	Passengers and general.
P'ing-lo ".....	平樂倒扒船	P'ing-lo.....	平樂	Canton.....	廣東	200 " 300	6 " 8	Rice, paddy, and general (also indigo).
Ch'uan.*.....						500 " 2,000	5 " 20	" " "
Ch'ao-p'ing ".....	昭平倒扒船	Ch'ao-p'ing.....	昭平	".....	"	500 " 2,000	5 " 20	" " "
Miao ch'uan.....	苗船	Liuchow.....	柳州	".....	"	15 " 40	2 " 4	Hides, sugar, and general.
Ma-la ".....	麻鏡船	Canton.....	廣東	Wuchow.....	梧州	500 " 800	5 " 7	Rice, paddy, earthenware.
Chi t'ing.....	鷄艇	".....	"	Kweih sien.....	貴縣	200 " 300	12 " 15	Passengers and general.
Ta-tu t'ing.....	大肚艇	Wuchow.....	梧州	Local.....	廣東	200 " 1,000	4 " 6	Grain and general.
Tan-t'ou ch'uan.....	單頭船	".....	"	Canton.....	廣東	500 " 4,000	10 " 15	Firewood.
Ya-la-wei ".....	鴨拉尾船	Canton.....	廣東	Wuchow.....	梧州	1,000 " 6,000	8 " 40	Salt, firewood.
Mu-t'ou ".....	木頭船	Liuchow.....	柳州	".....	"	15 " 40	2	Hides, sugar, general.

* Tse-p'ie, or "creeping backwards"—in this kind the bow is, save for navigable purposes, used as the stern, and so called.

† Including indigo-boats, which chiefly pass directly through to Sainam (西南), but which occasionally discharge or tranship at Wuchow; also boats with rice, paddy, oil, sugar, manure, and miscellaneous cargoes.

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APPENDIX No. 15.

NATIVE SHIPPING: LIST OF CRAFT DISTINGUISHED ACCORDING TO CARGO OR USE.

CRAFT.		TRADE				CARRYING CAPACITY.	AVERAGE CREW.	CARGO.
		From	To					
Hsiao-po ch'uan.....	小駁船	Wuchow.....	梧州	Canton.....	廣東	Piculs.		Grain.
Po ch'uan.....	駁船	".....	"	".....	"	200 to 300	3 to 4	"
Hsi ".....	駁船	Canton.....	廣東	P'ing-uan.....	平南	200 " 1,000	4 " 6	"
Niu ".....	牛船	Ta-wu.....	大烏	Dong.....	都	400 " 700	5 " 7	Pigs and rice.
Chu ".....	猪船	Up river.....	上河	Canton.....	廣東	200 " 400	10	Oxen.
Chi ".....	鷄船	Ta-wu.....	大烏	".....	"	200 " 400	10	Pigs.
Ya ".....	鴨船	".....	"	".....	"	50 " 100	6	Chickens.
Ch'ai ".....	柴船	".....	"	".....	"	50 " 100	6	Ducks.
Yen ".....	鹽船	T'eng-hsien.....	藤縣	".....	"	50 " 400	4 to 6	Firewood.
Mal-ma ch'uan.....	買馬船	Canton.....	廣東	Wuchow.....	梧州	1,000 " 6,000	8 " 40	Salt, firewood.
Sai ch'uan.....	沙船	".....	"	".....	"	1,000 " 6,000	8 " 40	" (originally otherwise).
Tu ".....	渡船	Sainam.....	西南	".....	"	200 " 600	6 " 8	Manure, paper, oil, etc.
		Canton.....	廣東	".....	"	100 " 500	8 " 10	Passengers and general.

* About one-half tranship at Wuchow.

APPENDIX No. 16.

NATIVE SHIPPING: AVERAGE YEARLY PER-CENTAGE OF PROFIT AND LOSS
OF PRINCIPAL CLASSES OF VESSELS.

CRAFT.		TRADE		APPROXIMATE COST PER CRAFT.	No. OF TRIPS PER YEAR.	GAIN PER CENT. PER YEAR.	LOSS PER CENT. PER YEAR.
		From	To				
Ku-lao ch'uan.....	古柳船	Fatahan.....	佛山	K'u-p'ing Tz	500 to 1,500	7	60
Lin-fu ".....	勞府船	Linchow.....	江口	Fatahan.....	300 " 1,600	4	50
Nanning ".....	南寧船	Nanning.....	佛山	Canton.....	500 " 1,500	6	40
Kwei-hien ".....	桂縣船	Kweihsien.....	佛山	".....	500 " 1,500	9	50
Tuogtsin ".....	土官船	".....	佛山	".....	800 " 1,500	9	50
Kunghao ".....	江口船	Konghao.....	江口	".....	500	8	60
Kumchuk ".....	江口船	Kumchuk.....	江口	".....	100 to 400	10	50
P'ing-nan ".....	江口船	P'ing-nan.....	江口	".....	500	10	60
T'ai-p'ing ".....	江口船	T'ai-p'ing.....	江口	".....	200 to 500	7	60
Ho-p'ing ".....	江口船	Ho-p'ing.....	江口	".....	200 " 500	7	60
Mongkong ".....	江口船	Mongkong.....	江口	".....	200	7	70
Makong ".....	江口船	Makong.....	江口	".....	120	9	50
Pei-liao ".....	江口船	Pei-liao.....	江口	".....	20 to 400	6	60
Wuchow ".....	江口船	Wuchow.....	江口	Wuchow.....	200 " 500	11	50
Kweilin ".....	江口船	Kweilin.....	江口	Canton.....	100 " 1,000	4	50
Ta-tu ".....	江口船	Wuchow.....	江口	Local.....	300 " 800	300	60
Chu ch'uan.....	江口船	Shang-hn.....	江口	Canton.....	200 " 500	9	80
Chi ".....	江口船	Ta-wu.....	江口	".....	100 " 200	12	80
Ya ".....	江口船	".....	江口	".....	100 " 200	12	80
Niu ".....	江口船	".....	江口	Dosing.....	200 " 600	60	100
Ch'ai ".....	江口船	T'eg-hsien.....	江口	Canton.....	50 " 200	9	90
Yen ".....	江口船	Canton.....	江口	Wuchow.....	500 " 1,500	5	100
Mai-ma ch'uan.....	江口船	".....	江口	".....	500 " 1,500	5	100
Ya-la-wei ".....	江口船	".....	江口	".....	500 " 1,500	5	100
Mn-t'ou ".....	江口船	Liuchow.....	江口	".....	20 " 50	6	70
Sha ch'uan.....	江口船	Saloon.....	江口	".....	400 " 900	8	60
Tu ".....	江口船	Canton.....	江口	".....	200 " 800	30	50

APPENDIX No. 17.

WUCHOW NATIVE CUSTOMS: SELECTED LIST OF DUTIES
ON CERTAIN ARTICLES.

ARTICLE.		INTEGER.	DUTY.
Bamboos.....	竹	100 pieces	72
Beams, soft-wood.....	木	Piece	0.0412
Beans.....	豆	Picul	0.0072
Bones, Cow.....	牛骨	"	0.0156
Chinaware.....	磁器	1,000 pieces	0.0090
Cloth, Native.....	布	Piece	0.3840
Earthenware.....	瓦	Large hold	0.0192
Eggs, salted.....	鹹蛋	100 pieces	0.7800
Fans, paper.....	紙扇	1,000 pieces	0.0078
Feathers.....	絨毛	Picul	0.1560
Firewood.....	柴	Large hold	0.0090
Ground-nut cake.....	花生油	Picul	0.0078
Joss paper.....	元寶	Bundle	0.0090
Kittysols, large.....	大雨傘	100 pieces	0.0390
Medicines.....	藥材	Picul	0.7800
Molasses.....	糖水	"	0.2340
Oil, ground-nut.....	生油	"	0.0156
" wood.....	木油	"	0.2000
Paddy.....	穀	"	0.1440
Paper, 2nd quality.....	紙	"	0.0078
Pigs, large.....	大猪	Each	0.1000
Planks, soft-wood.....	薄板	Piece	0.0500
Poles, ".....	桁條	"	0.0096
Poultry.....	鷄鴨	Hundred	0.0384
Rice.....	米	Picul	0.1560
Seeds, melon.....	瓜子	"	0.0156
Sugar, brown.....	片糖	"	0.0468
" white.....	白糖	"	0.0288
Tes, Native.....	土茶	"	0.0468
Vegetables, salted.....	菜	"	0.1500

APPENDIX No. 18.

FEE EACH TRIP COLLECTED BY SAMKONG CHUAN HANG (三江船行), OR SAMKONG "BOAT OFFICE."

KIND OF BOAT.	FIXED RATE.	ACCORDING TO SIZE.			ADDITIONAL CONTRIBUTION OF FEAST DATE.	REMARKS.
		Large.	Middle.	Small.		
1. Lungchow.....	龍州船	...	72 2.80	72 2.40	72 0.20	Collected on return. An additional fee of Local 72 0.30 is levied on arrival.
2. Nanning.....	南寧船	...	72 2.80	72 2.40	72 0.20	
3. Kweihiao.....	貴縣船	\$2	...	...	\$0.20
4. Konghao.....	江口船	\$2	\$0.20	" " "
5. Tan-chu.....	丹竹船	...	\$2	\$1.70	\$0.20	
6. Ta-wu.....	大烏船	...	\$2	\$1.70	\$0.20	
7. Linchow.....	柳州船	\$0.70	\$0.20	72 0.20
8. Makong.....	馬江船	72 0.20	...	...	72 0.20
9. Li-p'u.....	荔浦船	72 0.24	...	...	72 0.20
10. Tungkong.....	東江船	\$1.70	\$0.20	\$0.20
11. Kweifa.....	化江船	...	\$0.90	\$0.70	\$0.20	
12. Liang-t'ou.....	良頭船	\$0.70	...	...	\$0.20
13. Salt-boats.....	鹽船	\$2	NIL	Refers to craft holding official salt certificates.
14. Lin-ch'uan salt-boats.....	臨全鹽船	\$1	...	...	"
15. Linchow.....	柳州船	...	72 2.80	72 2	72 0.35	
16. Fungchuen salt-boats.....	封川鹽船	\$0.50	NIL	In bulk.
17. Fu-ch'uan ".....	富川鹽船	\$0.50	...	...	"
18. Firewood-boats.....	柴船	\$2	...	...	\$0.20
19. ".....	"	\$1.70	NIL	In bundles. Refers to down river; up river the charge is \$2.
20. Sha boats.....	沙船	\$2.35	...	...	\$0.20
21. Chicken-boats.....	雞船	...	\$0.90	\$0.70	\$0.20	
22. Kwanglee.....	廣利船	\$1.25	\$0.20	\$0.20
23. Posa.....	坡山船	\$0.50	...	...	\$0.20
24. Sha-p'u.....	沙浦船	\$1.35	...	...	\$0.20
25. Chou-pien.....	州邊船	...	\$2	\$1.70	\$1 to \$0.70	\$0.20
26. Lien-t'au.....	連安船	\$1.40	\$0.35
27. Tung-an.....	東安船	\$2	\$0.20
28. Lo-ting.....	羅定船	\$0.50	\$0.20
29. Mongkong.....	廣江船	72 0.40	72 0.35	Per month.
30. T'ang-hien.....	廣縣船	72 0.40	72 0.35	"

KIND OF BOAT.	FIXED RATE.	ACCORDING TO SIZE.			ADDITIONAL CONTRIBUTION OF FEAST DATE.	REMARKS.
		Large.	Middle.	Small.		
31. Chakkong.....	江船	\$1.30	NIL	Sundry boats. If anchors below Hsia Kuan (下關), \$0.50. If anchors below Hsia Kuan (下關), \$0.20. Per month.
32. Ea-p'ing.....	恩平船	\$2	...	...	\$0.20
33. Sha-p'ing.....	沙平船	\$2	...	...	\$0.20
34. Registered cargo-boats.....	駁船	72 0.30	NIL	\$2, \$1, \$0.50*
35. Cargo-boats for transhipment of general cargo.	大肚船	...	...	...	\$2, \$1, \$0.50*
36. Boats for transhipment of firewood.	柴火駁船	\$2.40, \$2.30, \$2, \$1.	...	...	NIL

* According to size.

APPENDIX No. 19.

1.—LIKIN BRANCH OFFICES IN KWANGSI.

PREFECTURE OR DEPARTMENT.	DISTRICT.	NAME OF BARRIER (卡).
Kweilin.....	Kweilin.....	Tung Han Kuan.....
".....	".....	Nan ".....
".....	".....	Hai ".....
".....	".....	Pei ".....
".....	".....	Shang Kuan.....
".....	".....	Hsia ".....
".....	Ch'ian-chou.....	Ch'ian-chou.....
".....	".....	Miao-t'ou.....
".....	Yang-shuo.....	Yang-shuo.....
P'ing-lo.....	P'ing-lo.....	P'ing-lo.....
".....	Ho-hsiao.....	Ho-hsiao.....
".....	".....	Fu-jung.....
Wuchow.....	Ts'ang-wu.....	Shang Kuan.....
".....	".....	Chung ".....
".....	".....	Hsia ".....
".....	Huai-chi.....	Ao-trü.....
".....	T'eng-hsien.....	Wei-hsin.....
".....	".....	Mongkong.....
Hsuichow.....	Kuei-p'ing.....	Nan Kuan.....
".....	".....	Pei ".....
".....	P'ing-nan.....	Pai-ma.....
Yü-lin.....	Po-pai.....	Ch'uan-fou.....
".....	".....	Po-pai.....
".....	Pai-liu.....	Sha-ho.....
Liuchow.....	Ma-p'ing.....	Shang Kuan.....
".....	".....	Hsia ".....
".....	Jung-hsien.....	Ch'ang-an.....
".....	Huai-yüan.....	Ku-i.....
".....	Ch'ang-chou.....	Hung-shui.....
Nanning.....	Hsüan-hua.....	Hsia Kuan.....
".....	".....	San-chiang-k'ou.....
".....	Wang-chou.....	Nan-hsiang.....
".....	Yung-shuo.....	Yung-shun.....
Po-sé.....	En-lung.....	Po-sé.....
".....	Po-sé.....	Wang-tien.....
Ch'ing-yüan.....	Lahan.....	Ch'ing-yüan.....

東南西北
關州頭嶺樂縣容縣關仔新江關馬埠白河關安宜水關
上下全廟陽平賀美上中下均維濠南北白船博沙上下長古洪下
三 江 口
南永百汪慶
船酒色店遠

2.—SALT STATIONS IN KWANGSI.

PREFECTURE.	DISTRICT.	NAME OF BARRIER (卡).
Wuchow.....	Ts'ang-wu.....	Shang Kuan.....
".....	".....	Hsia ".....

上 關
下 關

APPENDIX No. 20.

CHARTER PARTY.

[Translation.]

THIS AGREEMENT is subscribed by....., master of a *ho-t'ou* boat.

Whereas the..... firm has hereby chartered the *ho-t'ou* boat belonging to the aforesaid to convey passengers to Lungchow, the date of arrival thereat, reckoning from the date of departure here, is hereby determined to be within..... days; and the boat-hire is determined to be \$.....—\$..... payable in advance. If, through no extraordinary occurrence, the limit of time above determined shall be exceeded, demurrage shall be charged at the rate of a deduction of \$..... per day from the boat-hire.

As an oral agreement lacks proof, this document is hereby drawn for certitude (*litera scripta manet*).

(Signature).....

Master of *Ho-t'ou* Boat.

KUANG HSÜ, 28th year..... moon..... day.

APPENDIX No. 21.

VALUE OF GOODS FORWARDED TO THE INTERIOR UNDER TRANSIT PASS FROM CERTAIN
SOUTHERN AND SOUTH-WESTERN PORTS TO CERTAIN PROVINCES, 1900.

	To KWANGTUNG.	To KWANGSI.	To KWEICHOW.	To YUNNAN.	To HUNAN.
	<i>Hk. 72</i>	<i>Hk. 72</i>	<i>Hk. 72</i>	<i>Hk. 72</i>	<i>Hk. 72</i>
Canton.....	527,416	194,111	17,472	...	572
Samshui.....	189,648	92,623	1,812	1,295	23,552
Wuchow.....	27,933	1,989,243	838,915	453,878	...
Pakhoi.....	48,203	230,995	844	8,238	...
Lungchow.....	53,707	2,118	...	...	...
Mengtaz.....	...	...	167,526	2,379,700	...

APPENDIX No. 22.

VALUE OF GOODS BROUGHT FROM THE INTERIOR UNDER TRANSIT PASS TO CERTAIN
SOUTHERN AND SOUTH-WESTERN PORTS FROM CERTAIN PROVINCES, 1900.

	FROM KWANGTUNG.	FROM KWANGSI.	FROM KWEICHOW.	FROM YUNNAN.	FROM HUNAN.
	<i>Hk. 72</i>	<i>Hk. 72</i>	<i>Hk. 72</i>	<i>Hk. 72</i>	<i>Hk. 72</i>
Canton.....	30,437	...	...	...	...
Samshui.....	...	...	...	...	...
Wuchow.....	7,979	1,151,840	...	...	...
Pakhoi.....	59,568	61,535	...	...	...
Lungchow.....	...	...	...	...	...
Mengtaz.....	...	...	...	...	...

KIUNGCHOW.

DECENNIAL REPORT, 1892-1901.

(a.) A review of the trade of Hoihow during the 10 years which have just passed over us will afford a picture of commercial progress, while a study of the condition and social life of the inhabitants of the island of Hainan and the peninsula of Lei-chou will reveal increase of wealth and some elevation in the standard of living among them. More steamers now visit the port than ever before, and more opportunities are thus afforded the people for emigration to lands beyond the seas, whence many return with experience gathered and dollars saved to diffuse among their families, friends, and acquaintances some share of the advantages which they themselves have derived from residence abroad. Increased wants come with increased wealth, and a glance at our Import table will show how the demand for what might be termed articles of luxury—American Flour, Kerosene Oil, etc.—has grown during the decade. More capital, also, has allowed of greater production, and as the Imports have increased, the Exports have kept pace with them. Improvements and facilities, too, have come into existence during the period. The approaches to the port are now buoyed and lighted; a post office has been started, directed from Peking, through which a letter, parcel, or remittance of money can be sent from one end of China to the other, and which is also in relation with the Universal Postal Union. In so far as means of communication with the outside world are concerned, we are as well off as there is any need for, and if the difficulty attending the passage between ship and shore in the Hoihow harbour could be done away with, we should have nothing further to desire in this respect.

The above is a very satisfactory picture; but were I to conclude here, I should most likely be accused of special pleading. The 10 years have had their tale of droughts, typhoons and pestilences, ruined crops, devastated lands, disasters at sea, and homes ravaged by death. Almost every year of the number was marked by some calamity, and the people have again and again seen the fruits of their toil carried away by storm and flood, and their savings disappear under the disheartening necessity of having to rebuild demolished dwellings and purchase elsewhere food to take the place of that which they had beheld destroyed in their own fields. It speaks a good deal for them that in spite of all adversity they have managed, not only to come out quits in the end, but to show real improvement in their condition and circumstances. Time has written no wrinkle on them; after each calamity they have plucked up heart, made a fresh start, and gone full speed ahead.

In the pages which follow I have endeavoured to set forth and describe the main features of the trade of the port, the conditions which have prevailed in Hainan and Lei-chou, and the events which have happened therein during the decade. I commence with a notice of the Import and Export trade.

(b.) The totals which represent the Imports and Exports of Hoihow for the 10 years show a good deal of fluctuation, though they are greater for the closing years of the decade than for those at its beginning. In 1892 the value of the trade was *Hk.Tls* 2,100,932, while in 1899 it was *Hk.Tls* 4,647,706. But this increase is to a great extent due to the fall in the gold value of silver, which has raised the prices of the various commodities imported. Exports, too, have increased in price for various reasons, which are noticed further on in dealing with the separate articles which make up the trade. At the same time, many kinds of goods have arrived and have been shipped away in greater quantities than in former years, and the advance in the totals shown during the decade may be taken as representing to a great extent *bond fide* increase in the volume of the trade. With regard to the channels of trade, these remain without important change. Further on it will be noticed that some articles now come from Japan that we need to get from Europe, but these are not principal items. In any case, however, the great bulk of our trade is now, as it has ever been, with Hongkong: nearly everything we receive from abroad passes through there, and what we ship away goes mostly there in the first instance; so that where our Imports come from to begin with or where our Exports go to ultimately would more properly come within the scope of a report on the trade of the neighbouring Colony than of the present paper. I have therefore little to say on the subject, and will pass on to a consideration of the trade as divided under the various headings of which it is made up, commencing with a few remarks concerning the shipping, which performs the carrying of the commodities.

The following table gives the number and tonnage of the vessels entered and cleared under each flag, as well as the total of these in each year of the decade:—

FLAG.	1892.		1893.		1894.		1895.		1896.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British.....	33	29,554	46	45,740	54	52,196	54	52,950	62	65,058
American.....	...	...	...	...	...	...	...	...	...	...
German.....	294	164,364	238	129,206	166	90,224	142	100,570	276	210,044
French.....	38	33,212	60	46,632	184	136,528	150	111,300	204	142,584
Dutch.....	10	8,356	...	...	...	...	2	1,344	8	11,320
Danish.....	248	107,216	318	138,228	360	156,892	282	121,174	194	98,962
Swedish and Norwegian...	2	890	2	1,672	...	...	2	1,542	14	10,528
TOTAL.....	625	343,592	664	361,478	764	435,840	632	388,880	758	538,496

FLAG.	1897.		1898.		1899.		1900.		1901.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British.....	54	56,672	58	64,198	66	71,442	46	46,212	66	58,574
American.....	...	...	2	118	...	...	10	12,160	12	11,304
German.....	342	224,946	244	167,834	234	164,502	266	190,562	404	296,054
French.....	274	162,656	278	156,110	550	304,776	556	336,078	488	302,208
Dutch.....	...	...	...	...	...	...	...	...	12	12,240
Danish.....	172	89,440	150	73,664	...	...	...	...	2	3,336
Swedish and Norwegian...	14	13,846	...	...	...	...	2	1,978	28	19,842
TOTAL.....	856	547,560	732	461,924	850	540,720	880	586,990	1,012	703,558

The shipping at this port, it is seen, has been gradually increasing; in some years there has been a falling off, but the last years of the 10 are considerably ahead of the first. Between

the years 1892 and 1893 there is no great difference; 1894, however, showed a large gain. But this is only apparent: in 1893 there were 90 vessels of various nationalities which passed through, only stopping to land passengers and mail; these were not included in the Returns for that year, not having formally entered and cleared. The next year, however, such vessels were included in the totals. In the year 1894 there was really no increase to speak of. This is explained by the quarantine imposed at Haiphong on vessels from Hongkong, which lasted from June till September. A decline is shown by the figures for 1895. Here, again, quarantine is the cause. Hoihow was grievously afflicted by the plague during this year, and Singapore, Haiphong, and Hongkong all imposed restrictions on the landing of passengers coming from it. One sailing vessel, not included above, which entered in 1894, cleared during the year. This was a hulk brought here for the purpose of storing Exports to await shipment, and in this way facilitating the departure of steamers. It was thought the Chinese would be glad to avail themselves of the convenience, but they failed to perceive its advantages, preferring to continue in the old way, keeping their cargo on shore till the arrival of the exporting vessel. So the hulk was withdrawn and sent to Haiphong. The figures for 1896 show a decided advance. All the flags shared in this except the Danish. Passing on to 1897, we see the increase continued. It also happened that the trade for 1897 was in excess of that for 1896, though at this port trade and shipping do not keep regular pace together. Hoihow is a convenient port of call for steamers running between Hongkong and Bangkok, Singapore, etc., and many visit us for this reason, thus swelling our tonnage table, though causing little increase in our Imports and Exports. There was a falling off in 1898, due to many of our regular liners finding more profitable employment by running between Hongkong and Manila during the war. The year 1899 saw a rise in the figures, and the next year a further advance, while 1901 is far ahead of any year of the decade.

In studying the details of which the above table is composed, the principal thing that strikes us is the great increase which has taken place under the French flag since the beginning of the decade, and the falling off under the Danish flag. The former is owing to the increase in the fleet owned by Mr. A. R. MARTY, and the reason of the latter is that Mr. MARTY formerly chartered Danish steamers, which, as soon as their charters expired, went to the West Indies, where freights were higher than in China. During the 10 years the British flag has held its own, while the figures to the credit of Germany, though showing ups and downs, are a long way ahead in the last year of what they were in the first. The increase under nearly all the flags in 1901 was due to the chartering of an unusual number of steamers to carry rice from Haiphong to Hongkong: steamers rarely pass here going eastward without calling for deck cargoes of pigs and fowls, and our tonnage table has thus been swelled.

The following figures give the total value of our net Imports for each year of the decade:—

<i>Hk.Tls</i>		<i>Hk.Tls</i>	
1892	1,099,067	1897	1,473,998
1893	1,731,599	1898	1,998,226
1894	1,817,398	1899	2,448,534
1895	1,284,381	1900	2,094,835
1896	1,469,453	1901	2,300,498

Between the first and last years of the 10 there is a very great difference, and the bare figures would seem to indicate a very great increase in our Imports during the period. But, unfortunately, things in this case are not altogether what they seem. The fall in the gold value of silver, which has continued throughout the decade, has raised the value of the goods which have come to us from abroad, while in some instances the quantity imported has remained about stationary, or even retrogressed. In 1892, for example, the total of the Cotton fabrics imported amounted to 71,580 pieces, which were valued at *Hk.Tta* 109,858, while in 1899 it was only 71,007 pieces, but the value of this lesser quantity was *Hk.Tta* 153,871. Again, the Cotton Yarn imported in 1892 was 20,008 piculs, valued at *Hk.Tta* 335,215, while the quantity we took in 1898, though only 19,329 piculs, cost us *Hk.Tta* 422,058. Other examples might be quoted, but these are the most striking. We have not at all prospered in proportion to the increase in the value of our trade as shown in our Returns. We have had to send away more of the products of our local industries to obtain in some cases less of the same things. However, the fact that the importation of the commodities has been so well maintained, notwithstanding that the amount to be paid for them has been getting higher all the time, indicates a reserve of purchasing power and an ability to keep on increasing production, which must be taken as a sign of growing prosperity and accumulation of wealth among the people whom our port supplies.

With regard to the character of the trade, this has changed but little; the same articles are staples now that were so 10 years ago, and no article of importance has disappeared from the list. Japanese Cottons have sprung into prominence during the time, and their importation bids fair to increase as the years go on. There has been fluctuation, of course; increase in some commodities, decrease in others; but the former has more than counterbalanced the latter, and the end of the decade sees us on the whole buying more than at the beginning.

With these few general remarks by way of preface, I will proceed to a particular consideration of the principal items which appear in our Import table, excluding Opium, which I will deal with separately (for statistics, see Appendix No. 1).

Among Cotton Piece Goods there has been a good deal of fluctuation, though if the number of pieces of the principal kinds be totalled for each year, there will be little difference found between the first and last years of the 10. With regard to the European articles, the demand seems to have reached a point where it will remain about stationary. Not so with the Japanese goods, however; the most of these leapt into favour in 1894, and all have secured a good place in each year's market ever since. The low scale of wages which still prevails in Japan no doubt assists the Japanese manufacturer to undersell his competitor of Manchester. However, the people of Japan are gradually elevating their standard of living, and prices in the country have been rising generally for some time past. Before very many years we may expect to see as high wages there as in many parts of Europe. But it does not by any means follow that the people will then lose their advantage and find themselves unable to compete as they do now. High wages do not necessarily mean high cost of production, else the countries of lowest wages would be the great manufacturing countries, which is very far from being the case. The better paid the workman is, the more self-respecting, helpful, and intelligent does he

become, and the greater productive power does he develop. Japan, therefore, with her European standard of wages, will likely be as well able to undersell as she is at present. But there will be room for all, as climate and national peculiarities will always be factors in production and will prevent any one nation from being the provider of everything.

Grey and White Shirtings make up between them nearly 30 per cent. of the entire quantity of Cotton Piece Goods imported. The former variety is always in demand; some years our Returns show more than others, but the importation is never much above or below the average. It is a coarse, cheap cloth, within the means of the very poorest; too coarse to be affected by the vagaries of fashion, and of so many uses as to be in constant demand for something or other. White Shirtings are a higher class article, but still cheap enough and of sufficiently wide use to be wanted in nearly every house. About 20 per cent. of the Cottons imported comes under this heading. T-Cloths are imported in large quantities; they are a little thicker than Grey Shirtings in texture, but are used for nearly the same purposes. Dyed Shirtings also meet with a large demand; but the increase which appears in them is more apparent than real, and is largely owing to the importation of smaller pieces. The fabric comes in every instance from Europe. Much is, however, subjected to the dyeing process in Singapore or Canton, having reached these places as White Shirtings. For convenience of handling during the process, the pieces are cut in halves, and on account of this the quantities in our table for the later years appear much greater than they really are, as we count each half a piece. Cotton Italians are finding much favour of late with the people we supply. In external finish they resemble satin, and are used as clothing by many of the poorer class who would like to dress in silks but cannot afford to do so. The fabric is much used also in the manufacture of caps and shoes. Cotton Blankets and Rugs appeared for the first time in our tables in 1900. They have come into favour because they are suited to the climate and are cheap. In this latitude a cotton coverlet is nearly always sufficient to maintain warmth. Muslins include a considerable quantity of what are in exactness described as Lenos. I think they are mostly used for mosquito curtains. European Cotton Flannel comes into view first in 1899, with an importation of 444 pieces. It was imported before that, but in quantities too small to be given a separate heading in our Returns. European Towels, it will be noticed, have greatly fallen off since the beginning of the decade, and the reason is not far to seek. Japanese Towelling appeared in our Returns first in 1894, with an importation of 2,905 pieces; year by year the quantity has increased, until the tenth year has seen an importation of 17,355 pieces. Their cheapness and quality combined have enabled them to drive out both the European and Native articles. The same may be said of Japanese Cotton fabrics generally. At the beginning of the decade they had very little sale here; now they are important items in our Import trade. The trade in Yarn, however, continues in its old channel, and the Indian twist still holds the market, to the exclusion of that made in either Shanghai or Japan. It is singular that the Japanese, with all their enterprise, have not added this item to the list of goods which they have introduced to the favour of their Chinese customers in these parts. In the year 1894 they sent us 5 hales; but the price, which was higher than that of the Indian Yarn, prevented its profitable sale. A look at the table will show that the trade in Yarn is subject to considerable fluctuation. Though the capacity of the market for it has risen in some years to over 20,000 piculs, in

other years the importation has been under 12,000 piculs. In 1894 only 11,667 piculs were imported. The rise or fall is not always easy to account for; bad crops in the island have always an adverse effect on our Import trade; in 1894, however, the decrease would appear to have been owing largely to an increase in 1893 of the raw material.

The trade in Woollens does not call for much remark, as it is only of small dimensions here, owing to the warmth of the climate. In the list of items under this heading, Long Ells take an easy first place; none of the others coming near them in so far as quantity imported is concerned. They are used mostly for flags and temple hangings. It will be noticed that Blankets show the falling off which might be expected in view of the importation of the cotton article mentioned above. The fact would seem to be that the former are still purchased by people of means, while the Cotton Blankets find buyers among the poorer people, who have not hitherto been able to afford anything in the way of a blanket at all. Italians appeared first in 1898, and seem to be growing in favour.

The importation of Metals is of slight importance. The population which the port supplies avail themselves to the utmost of wood in their utensils, tools, and appliances; the metals enter little into what is made or used among them. Nevertheless, it will be seen on reference to the table that Iron is imported under various forms, if not in great quantity. Nail-rod Iron is most in demand. In many, if not all, of the Western countries the wire nail, turned out by machinery, has almost entirely superseded the hand-made article, but in Hainan the busy nailer still plies his trade, and may be heard hammering away in many of our streets. Nails are imported to a certain extent, but they are nearly all of the smallest kind—tacks, in fact,—which are used mostly, I think, for fastening the leather on trunks. The nails made by the local workmen are of the large kind employed to fasten together the timbers of junks. Some Iron Wire is imported and is put to a variety of uses; fish-hooks and rat-traps are made out of it, and it is also used for many purposes on board junks. Old Iron is largely employed to make axes and hoes; the country people are beginning to use the latter made entirely of metal, instead of the implement made of wood with only a strip of iron for the edge. The Steel imported is used for making tools and implements of many kinds.

The foregoing articles are all Foreign, but when we pass on to a consideration of the numerous items which come under the heading of Sundries, we find many which are of Native origin; they reach us through Hongkong, and are therefore entered in the Foreign Import table. Taking the items in the alphabetical order in which they appear in the table, the first that claims attention is Beans. These come from the northern ports; over 20,000 piculs are imported usually in a year. Yellow Beans are used in making curd, a very common article of food among the Chinese. Black and Green Beans are used for making soy; they are also eaten as a vegetable after being allowed to sprout. Betel-nuts come to us from Singapore; some years they do not appear in our Returns, while in other years considerable quantities are imported. But it will, no doubt, be asked how it comes that they are imported at all, considering that they form an important article of Export. The fact is that much of the export is in reality re-export. The local nut is better esteemed than any other, and the Foreign article is brought in simply for the purpose of being mixed with the Native and sent away again as the genuine

produce of the island. Of course, only the best of the imported nuts are used in the mixing. The sense of taste is not the only guide we use in distinguishing between one and another of the things we eat and drink. The name the thing is presented to us under has much to do with the flavour it appears to possess, and this fact is taken advantage of in more places than Hoihow. Lots of wine from abroad is imported into France and exported thence as the produce of French grapes, and in England the best Australian beef is, or used to be, sold as English beef. And another fact that may be mentioned is that when the Kimberley mines were first opened the best diamonds found there were passed off as from Brazil. So something is occasionally gained by carrying coals to Newcastle, or pretending that they come from there. As might be expected, Birds Nests are much prized by our local epicures; we get them from the Straits, and as much as HK\$ 6,000 worth are sometimes imported in a year. First, second, and third qualities all find a market here, though the third is most in demand. The best kind is too expensive to find many able to afford it at their tables in a small place like this. Since 1895 Refuse Nests have disappeared from our Returns. The next item on the list is Llama Braid, which is a Foreign article. It is used for trimmings of various kinds and for binding queues and hats. It is dyed variously, but red and green are the favourite colours. The importation fluctuates a good deal, and after the first years of the decade it fell off considerably. In 1901, however, it was greater than in any year except 1893. The decrease after this latter year was due, I am told, to increase in the use of Silk and Cotton Cord. Native Cloth, or Nankeens, though coarse in texture, is considered to wear better than the product of the power loom, and a great many of the poorer classes use it for clothing because they think its durability makes it come cheaper. But similar ideas have been held in connexion with many other products of hand labour when they have come into competition with those of machinery. The best proof of the superiority of the latter would seem to be that they nearly always oust the former in the end, though in a place where labour is very cheap the struggle between the two may be prolonged. Nankeens will probably take a long time to disappear in China. Raw Cotton comes from Shanghai and meets with a good demand here, though this fluctuates considerably. In 1893 as much as 5,146 piculs were imported, while during some of the years of the decade the importation fell to under 2,000 piculs. The rise and fall are no doubt due to several causes, differing as do the uses to which the material is put. It may sometimes be caused by increased importation of Yarn. The temperature of the winter season, too, varies and calls for more or less of the article for wadded clothing or bed covering. During the first years of the decade some was imported with the seeds, but the importation ceased, as the people found it cheaper to purchase the cleaned product. There is a great increase in the importation of Aniline Dyes. The blue colour is taking the place of Indigo to a great extent, on account of its greater cheapness—a little of it goes a long way. There is a good deal of dyeing done in Hoihow and Kiungchow; the cotton cloth woven in the island is, naturally, dyed locally, as are to some extent Foreign White Shirts. The liking for American Flour is increasing year by year. Its advantages lie in its superior whiteness and the quality it possesses of rising well in baking. The Native article is dark in colour and gritty from the sand rubbed off the grindstones; it does not rise well in the oven, and it is nearly as dear as the Foreign flour. One-third of the quantity of the latter imported is consumed in the Kwángtung province, because,

no doubt, the liking for it was originally introduced by returned emigrants from California. The Chinese may not be popular there, but they have benefited the State at least to the extent that they have induced their countrymen to become consumers of the produce of its mills. American Ginseng is a favourite medicine with the people here. It appears that the prevailing diseases in the island are what the Chinese medical faculty call "hot," which must be treated by cooling drugs. American Ginseng possesses the cooling quality which, it seems, is absent from the other varieties, while, almost equally with them, it acts as a restorer of departed strength and vigour. It has also the advantage of cheapness. The next item in the Foreign Import trade which claims notice is Matches, the use of which is spreading everywhere among the Chinese. For a good many years past all the Matches imported have been Japanese, with which the European article cannot compete. The match is such a ready and simple means of producing fire that the old-fashioned flint and steel have had to retire before it all over the world. The latter, however, are still used on board junks, where supplies cannot always be renewed, and in some of the remote places of the interior where modern progress is still unheard of and ways are primitive. Native Hemp goes to swell the total of our Import trade to the amount of between *Hk.Tls* 20,000 and *Hk.Tls* 30,000. It comes from Hankow and Wuhu and is used for making string and fishing nets. The term medicines in China comprises a great variety of animal and vegetable products. The bulk of the importation under this name at Hoihow consists of *tang-kuei* (當歸) and *sheng-ti* (生地), used as blood purifiers, and china-root and *pai-shu* (白朮), used as tonics. Ground-nut Oil, a Native product expressed from the familiar pea-nut, is used in cookery and also for illuminating, but it is only by the very poorest that it is employed for the latter purpose. It possesses an advantage in that no lamp is required in which to burn it; an ordinary saucer with a strip of pith in it is all that is needed. The light afforded by such an apparatus is far from brilliant, but it is all that is wanted in many a rude cabin where the uncultured inmates retire to rest soon after the sun sets and are thus free from any necessity to burn the midnight oil. The trade in this article is very fitful; sometimes it is an Import, sometimes an Export, sometimes both, while often it does not appear in our Returns at all. Kerosene Oil is a very important heading in our Import list. The consumption of it has immensely increased during the 10 years. American, Siam, and Russian Oils are all imported, though the first is used to a vastly greater extent than either of the others, notwithstanding that it is the dearest—costing 20 cents a case more than the Russian; but it gives the brightest flame in the lamp, and it is this which causes it to be most in demand. The cheaper qualities find customers among those of the poorer classes who desire a better light than that afforded by Ground-nut Oil, but who do not aspire to any particular brilliancy in the illumination of their dwellings. The Rice we get nearly all comes from Hongkong and Haiphong; occasionally some is imported from Pakhoi, but not a great deal. Unlike most other articles, increase in it is not a satisfactory sign, as it points to bad crops in the island. The year 1894, for example, when nearly 400,000 piculs were imported, was an exceptionally unfavourable year. Drought prevailed during the preceding autumn, and the yield of both Rice and Sweet Potatoes was about *nil*, while during the summer typhoons of unusual frequency and violence and heavy freshets did a tremendous amount of damage. Hence food had to be purchased abroad and the import of Rice rose. Almost all the Vermicelli imported

comes from the northern ports *via* Hongkong, though occasionally we get it from Haiphong. The importation of it is fairly steady.

In addition to the articles set forth in the Import table, there are a few which, though still unimportant, are yet deserving of some notice. Cotton Stripes or Crimps first appeared in our Returns in 1896, and Crêtonne first in 1894. The latter is used to a great extent in place of Chintz, it being a better material. More Condensed Milk is imported than the few Foreigners in the place consume. Of late years the Chinese have taken to using it to an extent which is certain to increase, until such time as they begin to produce the fresh article from their own cows. The chief consumers of it among them are, I believe, infants, and it is well appreciated as a substitute for mother's milk. But grown-up people use it also, and it is beginning to enter into the composition of luxuries, such as pastry. Coming years will probably witness an enormous sale of it in China. Umbrella Frames first appeared in 1898, and the importation of them has increased since, to the detriment of the trade in Umbrellas complete. The Frames come from Germany and Japan. The covering of them is a considerable industry here, and the article thus locally made up can be sold more cheaply than that imported in its entirety. Woollen and Cotton Astrakan, manufactured at Tientsin, has been imported steadily since 1895. It is used to line winter coats, and is likely to meet with continuous demand. Foreign Soap may, perhaps, claim a passing notice, though so far the annual importation of it has only amounted to a few hundred taels in value. The demand for it is almost certain to extend, however, though it may take a good while to attain any high figure in our tables. Articles of household use are so intimately connected with the daily life of a people that the addition of new ones means very often the adoption of new habits, which does not easily take place among the conservative Chinese. Nevertheless, soap does not require anything but itself to recommend it, and as years go on it will, doubtless, be as indispensable with them as with us.

The following figures give the total value of our Exports for each year of the decade:—

	<i>Hk.Tls</i>		<i>Hk.Tls</i>
1892	1,001,865	1897	1,826,241
1893	1,157,219	1898	1,682,032
1894	1,283,821	1899	2,199,172
1895	1,100,792	1900	1,658,538
1896	1,290,732	1901	2,129,368

A study of the above statement shows that the trade has, on the whole, been progressing, if not steadily, yet surely. Our prosperity has been in waves, which have advanced and receded, though the tide has been coming in all the time. In the first year of the decade the total value of the cargoes exported was a little over *Hk.Tls* 1,000,000; from this it rose during the two succeeding years to nearly *Hk.Tls* 1,300,000, though falling the next year to *Hk.Tls* 1,100,000; then it rose during the next two years to over *Hk.Tls* 1,800,000, then fell again; rose, fell, and rose once more in the last year to about the same as it was in 1899, or twice as much as in the beginning of the decade.

Descending to details and consulting the table given in Appendix No. 2, it will be seen how these fluctuations are to be accounted for. Pigs and Sugar are our principal Exports, and increase or decrease in these items generally means the same in the totals. In 1895 they

fell off by *Hk.Tta* 250,000; in 1897 they increased by nearly *Hk.Tta* 400,000; and in 1899, by *Hk.Tta* 260,000; the balance of the great increase in the total of that year being made up by an advance of *Hk.Tta* 100,000 in Hemp, as well as increase in a few other things—Hides, Leather, etc.

As regards prices of commodities, these show, on the whole, an increase. If the silver in which our values are given suffers in the case of Imports from being exchanged against gold, it is also at a disadvantage in that of Exports from having to be exchanged against the copper cash which is the ultimate standard of value in China. While the increase noticeable in the values of our local products has been to some extent due to variation in supply and demand, it has also been largely caused by the fall in the cash value of the tael, which is commented upon below. The white metal is getting worsted all round, and the sooner it is deposed from its position as a standard of value, the better for commerce; that is, provided we are not to have international bimetallism. But the prospects of this, notwithstanding the great amount of able advocacy which has been expended in its behalf, seem getting more dim as time goes on; too many conflicting interests would have to be unified in order to bring it about, and there is, in addition, a widespread fear that if people were free to pay in either of two metals, they would most likely pay in the cheaper. But there will soon be enough gold in the world for it to serve as a universal medium. The supply increases all the time, and, besides, the more nations advance the more do they conduct their mercantile dealings on a credit basis and the less do they require the precious metals, the hoarding of which is being gradually left to those who are behindhand in the path of progress. The greatest stocks of gold are no longer held by the wealthiest nations.

In the Export table Betel-nuts come first in alphabetical order and also come well towards the front in point of value, which in the year 1900 amounted to over *Hk.Tta* 100,000, though in some of the years under review the quantity sent away was much below that represented by these figures. In 1895, for example, the export did not reach 5,000 piculs, while in 1894 and 1893 it only amounted to about 6,000 piculs. Unfavourable seasons are given as the reason for the fluctuation. Any who were living in China in the winter of 1892-3 will remember its unusual severity. The cold killed and injured large numbers of the Betel-nut palms, and reduced the crop very considerably. The next year the crop failed also, probably because the trees had not recovered their strength. In 1895, again, the plague ravaged the island, carrying away thousands of the inhabitants and paralysing business to a great extent. However, 1896 saw a great revival in the trade, over 7,000 piculs, valued at over *Hk.Tta* 62,000, having been exported. In this connexion the remarks made above under the head of Imports must be borne in mind. The local crop may fail entirely, and there will still be an exportation. Most likely the greater part of the export of 1894 consisted of nuts imported and re-exported. Fresh Eggs form one of our most promising Exports, nearly *Hk.Tta* 87,000 worth were exported in 1901, and it is difficult to set any limit to what increase there may be in the future. Nearly all go to Hongkong, to be used as food there; and as the population of that place continues to increase, so will the demand for Eggs, and Hainan should be able to supply as many as the Colony is ever likely to want. A danger exists in the fact that the Kowloon extension may enable Hongkong to supply itself with farm produce, though transport from Hoibow to the city of

Victoria can be reduced low enough to add little to the cost, and we shall likely be able to hold our market in any case. In some years—1896, for example,—shipments have been made to Haiphong, for the manufacture of Albumen; but the demand from that quarter is not to be relied upon. The falling off noticeable in 1894 and 1895 was due to failure of the crops of Sweet Potato, which are largely used for feeding fowls. Galangal comes here from the Lei-chou peninsula. The export of it has varied between 10,899 piculs, as in 1900, and 39,024 piculs, as in 1897, the former being the lowest and the latter the highest exportation of the 10 years. Sometimes the article is shipped direct in junks from Lei-chou ports to Hongkong, and this, of course, diminishes the quantity which passes through this office. In 1896 the increase over the previous year's shipments was due to steamer freights being lower, as compared with the junk rates, than in other years. A good deal of the Galangal produced in these parts goes to Europe, where it is used in medicine and cookery—chiefly curries, I believe. The Fine Grasscloth which is exported in such large quantities is made from pineapple hemp. The table shows that, leaving out the years 1895 and 1899, this article was sent away in steadily increasing quantities up to 1900, and that during that year there were exported nearly five times as much as in 1892. The falling off in 1901 will probably be compensated later. The raw material of the foregoing, the Hemp used in making it, is also exported in quantities the annual value of which has amounted in some years to more than that of the manufactured article. During most of the years of the decade Cow and Buffalo Hides have been an insignificant item in our Returns. The large exportations which raised them into prominence in the years 1898 and 1899 were due to disease among the animals, which carried off great numbers of them, making Hides plentiful. The tanned product is one of our important Exports. During the last four years Leather has been shipped away in large quantities. The very great increases of 1898 and 1899 were due to the same causes which stimulated the trade in Hides. The large export of 1900 was at the expense of Hides. Singapore takes most of these, but our local tanners have found out that they can sell the Leather there for a greater advance on the price of Hides than the tanning costs them; so this is now done here to a greater extent than formerly, and hence the increased export of Leather. Pigs dispute with Sugar for the first place in our Export list, and in some years they make good their claim to it. Hoibow is the great Pig emporium of South China. All our Pigs go to Hongkong, and the squeals with which our streets resound when the animals are being carried to the cargo-boats for shipment are unfailing heralds of the departure of vessels for the neighbouring Colony. The trade under this head is an increasing one, though it has shown a good deal of fluctuation, and the year of greatest exportation was not one of the 10 under review, but the year 1887, when the number shipped amounted to over 85,000. Still, the annual average of this decade exceeds that of the previous one by a large figure, and the present indication is on the side of growth. Poultry is of considerable importance. The fowls, like the pigs, are shipped alive to Hongkong; they are brought here from various outlying districts, some even from Ai-chou (崖州), in the south of the island. If we had steam navigation along the coast I daresay our export of Poultry would very much increase, as we only require good means of communication to bring the port into close touch with many farming areas which could produce large numbers. The trade in Sesamum Seed is subject to ups and downs, as much as 20,338 piculs having been exported in 1897, while in 1900 only 4,639 piculs were sent away.

Good and bad crops accounted for this. We now come to Sugar, in some years our principal Export. During the decade 1882-1891 more of the article was shipped than during the period under review, though the trade in it cannot be considered as falling off; 1897 was a good year, and so was 1899; 1901 was a very good year also. The export in 1895 was the lowest of the last 20 years, but its smallness was due to causes which were only temporary. Hainan Sugar finds its principal market in the north of China, which, during the last-named year, suffered from the effects of war. The year after, however, saw an improvement; the export increased and has continued very satisfactory ever since. The falling off in 1900 was due again to the same cause as that of five years previously; but the restoration of peace has had the same effect as before. In 1897 the export was really much greater than appears in the table, as, owing to lack of steamers, large quantities were shipped to Hongkong by junks.

The Transit trade at this port is small in proportion to the Import and Export trade, and calls for few remarks. Between the years 1882 and 1897 no Inward Passes were taken out at all at our office. In the latter year 71,120 gallons of Kerosene Oil were sent inland under Pass, and since then the amount has increased. Passes are also taken out for Flour and Matches. A great deal of our Inward trade is with Haian, on the opposite peninsula. A great deal of Foreign merchandise, however, seems also to go there without any Pass. Considering that these are used for so very little of what goes into the interior, and that even goods with and goods without them go to the very same places, it may well be asked why Passes are taken out at all. The explanation is partly that the Native merchants do not like to carry their goods past the barriers without paying anything, and that, consequently, if the Transit Pass only saves them a very little, they do not always avail themselves of it. In this way the friendly relations between merchant and official, necessary to the smooth transaction of business, are maintained. With regard to the Outward trade, nearly all the Galangal exported is brought to the port under Pass, but this is not the case with any other article shipped here.

Treasure.—We take pains to record the amount of the Treasure imported and exported through our office, and it is duly published; the figures representing the exportation may be taken as giving what leaves the port with a fair amount of accuracy, but those expressing the import are a long way short of the real amounts. In the tables of the annual Returns the import figures for no single year, with one exception, reach *Hk.Tls* 70,000 (in 1899 they were under *Hk.Tls* 8,000), while the exports in most years have been over *Hk.Tls* 300,000, and during two years of the ten amounted to over half a million. It is not, of course, necessary that what Treasure arrives should balance what goes away, though a constant preponderance of the latter could never exist in any country that did not produce the precious metals. A slight knowledge of our passenger traffic will, however, explain matters. The Hainan people emigrate largely to Singapore and other places, and often return home with considerable savings. These they carry in dollars packed among their clothing, and we can obtain no record of the amounts. About 16,000 passengers arrive in a year, and if each carried on an average \$20, the total would be over \$300,000. In this way we can see that our import of Treasure can easily be as much as what is shipped away, and the want of balance in our tables is accounted for. With regard to the unusually large importation shown by the figures for 1897, Mr. Commissioner SCHENCKE says: "It is more than probable that the larger part of these dollars represents the passage moneys

with interest collected at Singapore from Hainan emigrants. Most of the coolies on leaving Hainan have to borrow their fares from capitalists of Wên-ch'ang (文昌) and Hui-t'ung (會同), from which districts nearly all our emigrants come. In former years the sums repaid by coolies at Singapore were invariably turned into Opium shipped by junks to Hainan, but for reasons best known to those formerly engaged in this risky trade it was thought prudent to make silver remittances to Hainan in 1897."

(c.) The following is a comparative table of Revenue collected for the 10 years under review:—

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	OPIMUM (Import, Ex- port, and Coast Trade).	TONNAGE	TRANSIT.	OPIMUM LIKIN.	TOTAL.
	<i>Hk.Tls</i>	<i>Hk.Tls</i>	<i>Hk.Tls</i>	<i>Hk.Tls</i>	<i>Hk.Tls</i>	<i>Hk.Tls</i>	<i>Hk.Tls</i>	<i>Hk.Tls</i>
1892.....	40,751	26,671	13	6,146	7,436	872	16,388	98,277
1893.....	39,822	27,912	52	3,126	7,966	1,246	8,335	88,459
1894.....	32,179	31,013	14	8,805	6,115	2,811	23,480	104,417
1895.....	33,404	24,593	10	8,734	7,606	2,310	23,291	99,948
1896.....	38,554	26,629	27	10,965	13,087	3,031	29,239	121,532
1897.....	39,351	41,580	73	16,361	10,450	7,532	43,629	158,976
1898.....	38,114	38,231	67	19,199	6,136	3,704	51,197	156,648
1899.....	47,356	48,959	267	23,713	11,072	6,539	63,236	201,142
1900.....	52,440	32,024	37	15,957	10,747	4,027	42,553	157,785
1901.....	66,722	47,066	252	11,473	11,130	11,001	30,595	178,239

It can be said that during the 10 years our Revenue has been well maintained. The figures show considerable increase during the latter half of the decade, though if we look back over the records of years preceding 1892 we shall find figures quite as high as, and in one case even higher than, those of any of the years we are now dealing with. But, notwithstanding this, our trade is not diminishing. Imports, leaving out Opium, are increasing, and several Exports during the decade have been much greater than ever before. The Duties do not keep pace with the trade because some of the most important articles pay no Duty. Rice and Flour among the Imports, and Live Stock and Fresh Eggs among the Exports, are all passed free. A Duty on Pigs alone would add *Hk.Tls* 20,000 a year to the Export collection. However, free trade, though it may mean small Customs receipts, has its advantages to the community at large, and it is hardly likely that, saddled with taxation, the importation of Flour and the exportation of Pigs, etc., would have attained their present satisfactory state. Of the various items which make up the annual totals, the most important are Import, Export, and Opium; Tonnage Dues only contribute about 6 per cent. or 7 per cent., while Coast Trade Duty and Transit Dues are insignificant. The Import and Export Duties show increase, but the great advance in the totals between 1892 and 1899 is due to increase in the Opium Duty and Likin, while the decrease in 1900 is chiefly caused by falling off under the same heads. The Native Opium which is imported does not pass our office, and we collect no Duty on it. The levy of Import Duty at 5 per cent. *ad valorem* instead of at the fixed rates of the Tariff, which came into operation on the 11th November, has raised our collection under this head considerably, and accounts for the increase of the total in 1901. During the months of November and

December our receipts were *Hk.Ta* 10,000 ahead of the collection for the same months of the previous year, and proportionate results may be expected during the year 1902.

(d.) The following figures give the importation of Foreign Opium through the Kiungchow Customs during the 10 years:—

	<i>Piculs.</i>		<i>Piculs.</i>
1892	205	1897	545
1893	104	1898	640
1894	294	1899	790
1895	289	1900	532
1896	365	1901	382

The above statement shows, as might be expected, very considerable fluctuation. Given an article small in weight and bulk in proportion to value, and heavily taxed, and there will never be wanting those who will expend their energies in schemes to get the article to the ultimate purchaser Duty free. Opium forms no exception to this rule, as the history of very many decades in China amply shows. It pays a high tax, and the man who avoids this has a very decided advantage over the man who does not. Measures may be taken to stop smuggling in one place, but they will only drive the operations of the smugglers elsewhere. There are many open doors in China, and it is impossible to guard them all; no sooner is one closed than another is availed of, and the illicit trade goes on as briskly as ever. If the Report for the preceding decade be referred to in conjunction with the present one, it will be seen that after 1886 there commenced a decline in the importation of Opium through our office, which continued without a break until 1893. In the first year we passed 1,916 piculs; but in the last, only 104 piculs. This is a tremendous decline, but it did not mean in the least a falling off in the trade, which was simply diverted into another channel. In the year 1887 the simultaneous collection of Duty and Likin by the Foreign Customs was begun, and the drug had to pay at a higher rate than before. But means were soon adopted to evade the new levy. The importation of Opium direct from Singapore by junks reporting to the Native Customs had been going on for a long time to a comparatively small extent; now, however, the quantity introduced in this way commenced to increase greatly, with the result that the importation through our office began to fall off, and it became necessary to devise new measures to preserve our Revenue. So arrangements were made with the Singapore Government by which this office was kept informed of Opium shipped at that place, and our cruisers kept watch for the junks reported as carrying it. But certain dealers there managed to evade the regulations by shipping the article clandestinely in small boats, which transferred it to the junks after these had stood out to sea, and the contraband trade continued unchecked till the starting into existence of a rival, which reduced the demand for the Foreign article. Up to 1890 Native Opium was hardly known in Hainan, and it was not till 1895 that there was much demand for it. In 1897, however, 638 piculs of it passed the Native Customs here, and about as much has been reported to that office each year since. In addition, a considerable quantity has been smuggled. This rivalry of the Native drug was seriously interfering with the Singapore traffic when in 1898 it received a final blow. In that year the

French obtained Kwangchowwan and made it a comparatively free port for Opium. Then the cheapest way of introducing this into Lei-chou and Hainan was to send it from Hongkong to the new French port, and the result has been the cessation of the trade from Singapore. But the advantages which Kwangchowwan enjoys over Singapore also enable it to all the more easily divert the trade from the Foreign Customs. Since 1899 our importation has been again declining, and if fresh measures be not adopted to guard this lately opened door, our Revenue from the drug will in a short time, I fear, approach within a measurable distance of vanishing point.

The Foreign Opium imported here is principally Patna; there is little demand for Malwa or Benares. In fact, no Malwa at all has been imported since 1898. During the 10 years the prices per picul, Duty paid, for the three kinds have been as follows:—

MALWA. PATNA. BENARES.			MALWA. PATNA. BENARES.				
<hr/>			<hr/>				
<i>Hk.Ta.</i>	<i>Hk.Ta.</i>	<i>Hk.Ta.</i>	<i>Hk.Ta.</i>	<i>Hk.Ta.</i>	<i>Hk.Ta.</i>		
1892	467	419	385	1897	598	500	495
1893	520	458	432	1898	607	528	525
1894	514	510	502	1899 . . . .	...	596	590
1895	568	522	523	1900 . . . .	...	651	647
1896	598	515	510	1901 . . . .	...	637	640

The Native Opium we get comes from Yunnan and Kweichow to An-p'u (暗舖), east of Pakhoi, whence it is shipped in junks to Hainan. The prices since 1895 have been as follows:—

	<i>Hk.Ta</i>		<i>Hk.Ta</i>
1895	298	1899	372
1896	298	1900	403
1897	345	1901	414
1898	372		

(e.) The varying amounts of copper cash for which the Haikwan tael exchanged have been, during the 10 years, as follows:—

	<i>Cash.</i>		<i>Cash.</i>
1892	1,550	1897	1,620
1893	1,530	1898	1,565
1894	1,610	1899	1,512
1895	1,710	1900	1,374
1896	1,680	1901	1,330

The figures give the average rate at which the tael exchanged during each year. This subject has already been referred to in treating of Exports, and I have little more to say

concerning it here. The tael of silver has fallen greatly in value, as regards copper cash, of late years and buys much less than formerly. The cash is the standard of value with the small producers and manufacturers, the results of whose labours make up in individual small lots the large consignments which constitute the Export trade of the country. From one cause or another cash is always running short in Hainan, and the purchasing power of the tael is, consequently, being diminished. Thus the values in the tables of our Returns may rise and fall while the quantities of the goods remain unaffected. The remedy required for this state of things would be similar to that needed to steady the Foreign exchanges; a suitable standard is wanted in terms of which everything would be expressed, and the supply of such standard must be carefully regulated.

(f.) The following table shows the value in each year of the Imports at time of landing, i.e., *minus* Duty and Opium Likin, importers profits, and other local charges, all of which should be included in the market values, which are those of our Returns, but are in addition to the price which has to be paid away out of the island for the goods. The table also gives, similarly, the value of the Exports at time of shipment, *plus* Duty, exporters profits, etc., these enhancing the market value and having to be added to the price charged to Foreign purchasers:—

YEAR.	IMPORTS: Value at Moment of Landing.	EXPORTS: Value at Moment of Shipment.	BALANCE IN FAVOUR OF	
			Imports.	Exports.
	Hk. Tls	Hk. Tls	Hk. Tls	Hk. Tls
1892.....	963,277	1,108,685	...	145,408
1893.....	1,449,830	1,277,709	172,121	...
1894.....	1,630,216	1,417,540	212,676	...
1895.....	1,133,616	1,213,448	...	79,832
1896.....	1,293,322	1,420,620	...	127,298
1897.....	1,278,363	2,013,920	...	735,557
1898.....	1,757,374	1,854,826	...	97,452
1899.....	2,151,985	2,424,065	...	272,080
1900.....	1,844,848	1,823,245	21,603	...
1901.....	2,038,054	2,346,782	...	308,728

Going by the above table, it would appear that in most years the value of our Exports exceeds that of our Imports; but as Hainan is not a borrowing country, this can hardly be the case. If we could arrive at exact statistics of the Treasure which comes and goes, we should very probably find that things were the other way, and that more came into the country than left it. All the savings which the returned emigrants bring with them are so much in the way of Imports unbalanced by any corresponding Export. It is, of course, idle to speculate when we

have no sure basis to argue from, but at the same time we may take it as pretty certain that the trade of the island is in a healthy state, and that there is no undue strain upon its resources. The people can well afford all the expenditure they indulge in and are getting better off all the time.

(g.) Generally speaking, the composition, character, and occupations of the Hainan people remain as they were at the date of the last Decennial Report. The business men belong to a very great extent to Canton and Swatow. Throughout the island there are also a great many from Hunan, who came as soldiers about 16 years ago with General FENG Tzŭ-ts'AI (馮子才), when he was sent here to deal with the rebellion among the aborigines going on at the time. When this was ended the men were disbanded and, though they received money to take them home, many remained in Hainan. Most of them are still employed as soldiers, but many are engaged in various other occupations.

Since the opening of the port a change has come over the habits of the Hainanese, due to improved communication with the rest of the world. There is a constant stream of emigration to Hongkong, Singapore, Bangkok, and other populous centres of commerce where wealth abounds and the wages of labour are good. After years spent abroad, the labourers return to their native places with their ideas of comfort considerably raised above those prevailing in their rural homes. In addition to all this there has been considerable increase of wealth in the island, owing to the increase of trading facilities. The result has been improvement in the style of living generally. People who were formerly content with the short jacket of the peasant now appear in flowing garments, and those who used to wear cotton now appear in silks. Every house, except the poorest, has its clock, the inmates use American flour and illuminate their apartments with kerosene oil, while the cigarette has largely taken the place of the pipe. The humble emigrant is a great promoter of commerce. He may go abroad to benefit himself, but he rarely comes back without having enlarged the scope of his wants beyond what his native land will supply. Increased Imports follow his return, and local produce is more and more in demand to pay for these. That the Hainanese retain on returning to their homes some of the habits which they have contracted abroad is very well seen in the extent to which Foreign hats and caps are worn and Foreign briar pipes smoked in the streets of Hoihow. I know no place in China where these are so much in evidence among the people.

(h.) In 1892 internal communications suffered from the removal to Canton of all the telegraph plant in use in the centre, south, and south-west of the island. During the same year an improvement in the way of sanitation was inaugurated in Hoihow; a corps of scavengers was formed by the Assistant Magistrate for the purpose of keeping filth from accumulating in the streets. The corps has been of some service. In 1900 an attempt was made at street lighting; a few lamps were put up here and there, but they no longer exist. It may be said that in the matter of roads, bunds, police, and street lighting Hainan remains as it has been for centuries.

(i.) The main approaches to the port from seaward, speaking generally, have not undergone any change since the date of the last Decennial Report, and vessels from east or west use the same channels as they have done for many years past. But the vast quantities of sand and alluvium brought down by the Po-chung River cause constant change in the minor channels by which the town of Hoihow is reached from the anchorage, and the creek on which the town is situated is year by year silting farther down towards its mouth. The entrance from the main river to this creek was, 30 years ago, large and deep enough to allow of the passage of sea-going junks, while now it is difficult to get a gig through it at high water. There is a huge sandbank in front of the Custom House which is gradually extending, and it is hard to say where it will stop. Dredging would be useless unless it were carried on for ever. Hoihow will, no doubt, in time share the fate of all towns at the mouths of silt-laden rivers; it will be retired inland and another will replace it, built on what is now the bottom of the sea. From all this it may be inferred that the communication between the anchorage and the shore has not improved, and this is so; the ships still lie from three to four miles off, and at low water it sometimes takes three or four hours to get to or from a steamer. The best remedy would seem to be a railway from some harbour on the coast where no river exists and the depth of water is always sufficient. Let us hope that time will bring this about.

(j.) During the decade the eastern entrance to the Hainan Straits has been buoyed, while the western entrance has been lighted; a light has also been established to guide vessels into the harbour. The buoys were laid down in 1892; at first there were four—three to mark the South Channel and one to mark the Middle Channel. In 1896, however, the last mentioned was discontinued on account of the difficulty and expense in maintaining it. The first light exhibited was the Harbour Light, situated on the rising ground at the west side of the harbour. The lighting commenced on the 15th June 1894. The second to be shown was the Lamko Light, which is placed on Lamko Point. The third in order of establishment was the Cape Cami Light, at the south-western corner of the Lei-chou peninsula; it was lighted for the first time on the 1st January 1895. These two last mentioned light the Straits right across; one can be seen from the other, in fact, so that vessels passing at night can steer their way in safety past the dangerous rocks and shoals which mark the course.

(k.) The 10 years have not passed without a good deal of suffering and loss to record from one cause or another. In the beginning of 1893 the severe cold which prevailed in the North extended in mitigated degree to Hainan; much of the tropical vegetation of the island suffered from the unusual lowness of temperature, and failure of some of the principal crops resulted. Later in the year there were severe storms, followed by a continued drought, both together causing almost entire ruin to the rice crops and consequent distress among the people. During 1894 there again occurred typhoons, which were more frequent and severe even than those of the preceding year, and the heavy freshets which they caused damaged the roads, carried away the bridges, and wrecked many of the Native river craft. Another misfortune was the loss of the market for live stock, occasioned by the plague in Hongkong and consequent

depopulation of that place; and, again, there was the war with Japan, which closed the northern markets for Hainan sugar. The next year had its tale of sorrow too. Bubonic plague, till then unknown in Hainan, suddenly made its appearance and rapidly spread, claiming thousands of victims. Quarantine was imposed in various places against the island, which, of course, had a very depressing effect on business. To add to this there was a prolonged drought, which caused failure of the first rice crop and reduced the population to the verge of famine. In 1896 the plague again appeared, though its ravages were not so severe as in the preceding year. The year 1897 was marked by no less than three typhoons, which caused more destruction to life and property than any remembered by the oldest inhabitant. The next year the cattle in the island were attacked by a murrain, which necessitated the slaughter of thousands of them. At the end of 1899 a serious epidemic of small-pox broke out in Kiungchow, Hoihow, and surrounding districts, and lasted till about April 1900, when plague again made its appearance, causing, it is said, about 5,000 deaths. The mortality was so great, in fact, that at one time enough coffins could not be obtained to bury the dead. No special measures were taken at any time to deal with the above visitations except in 1900, when two Chinese doctors were brought from Canton to cope with the plague. They went about among the sick, but their efforts do not appear to have availed much. In China, as elsewhere, popular beliefs and customs interfere very much with efforts to oppose calamities, especially sickness. When an epidemic prevails the Hainan people think it is the work of the deities, and that the best way to deal with it is to propitiate these. Attention is thus deflected from the real causes, which are left entirely unheeded. The people object to drains, as they say the water which these carry away carries their money with it. With a stagnant pool in front of a house, the inmates have a security that their wealth will remain with them. It is terribly hard to get people out of ancient ruts. Even general calamities have no power to do it, except some awakening of the intellect happens at the same time. For century after century the ravages of the plague were worse in Europe than they have ever been in China, yet the people were not aroused and made alive to what was really needed until the revival of learning stimulated inquiry and desire for improvement. When the great plague of London happened, the people were willing to be convinced that crowded houses and accumulated filth in the streets had a lot to do with it, and a new era in sanitation was then inaugurated. Men's minds all the world over are fundamentally the same, but education makes them develop differently. As soon as modern science gets a hold of the Chinese, they will realise as well as we do the truth of what Lord PALMERSTON pointed out to the Scotch Presbytery: "The affairs of this world are regulated by natural laws, on the observance of which the weal or woe of mankind depends. One of these laws connects disease with the exhalations of bodies; and it is by virtue of this law that contagion spreads, either in crowded cities or in places where vegetable decomposition is going on. Man, by exerting himself, can disperse or neutralise these noxious influences." When these facts come to be generally known in China, the shrine cure will be less resorted to, and plague will cease to vex the people.

During the 10 years both Hainan and Lei-chou have, generally speaking, enjoyed freedom from political disturbances; there have been two or three insurrections, but these have been suppressed by the local forces without any special assistance.

(L.) Once every 10 years the Festival of Departed Spirits is celebrated in Hoihow with unusual magnificence, and in the month of August 1900 this decennial celebration fell due. I cannot do better than describe it in the words of Mr. Commissioner NEUMANN: "The great decennial festival and fair were in full swing in the beginning of the month, and the town of Hoihow was *en fête*. It is computed that at least 20,000 visitors were, in the town for the celebration. The streets and temples were beautifully decorated, and from early morning to late at night vast crowds were on the move visiting the temples and the theatrical performances at the various guildhalls. For several days the sampan people had arranged excursions to the anchorage for the purpose of visiting the French man-of-war *Kersaint* and the Customs cruiser *Likin*. The visitors were allowed on board both ships and were shown about, and it is stated that their behaviour left nothing to be desired. A very large business must have been done during the time of the festival, and the shopkeepers are said to have been well pleased with their takings. Order was kept in the most splendid manner. No disturbance took place, and great credit is due to the local officials for the measures they took to regulate the traffic and to prevent every insult to the Foreigners residing at the port."

(M.) So far as I have been able to ascertain, no literary degrees were won at Peking by any native of this island or the Lei-chou peninsula during the decade.

(N.) There is nothing to chronicle for the 10 years in the way of literary movements so far as Hainan and the opposite peninsula are concerned. The inhabitants of these parts are almost all simple rural folk, who spend their lives in cultivating the soil. When their work for the day is done, they are more inclined to go to bed than to sit up reading. The artless and unsophisticated state of mind common to all agricultural communities is not favourable to the promotion of literary movements, such as the establishment of public libraries or the endowment of colleges. Where there are no large cities in which men are thrown closely together, and their wits sharpened by contact with each other, intellectual competition is wanting, and literature cannot be expected to find patrons. We have no local Andrew Carnegies, and any who happen to have more money than they want are inclined to spend it on temples or religious processions rather than devote it to the furtherance of higher education, the need for which they do not perceive.

(O.) From inquiries which I have made, the population of Hainan would seem to be about a million and a half, of whom something under half a million are aborigines, the remainder being Chinese. The latter are confined to the coast and a short distance inland from it, while the former mostly inhabit the mountainous portions of the interior. Learning in the island is at a low ebb; among the aborigines it can scarcely be said to exist at all, while among the Chinese it is cultivated to but a limited extent. There being no statistics to go upon, it is impossible to give the per-centage of those who can read and write; but one authority whom I have consulted is of opinion that not more than 5 per cent. are fairly well educated, and that about another 10 per cent. possess a knowledge of common characters, thus leaving 85 per cent. of the population to consist of illiterates. This is a high figure, but the most concerned in the matter

need not despair. It is not so very long ago that only about half the population of the United Kingdom knew how to write, and even at the present day there are countries in Europe with which Hainan would not compare very unfavourably in the way of knowledge of letters. With regard to the education of women, they are, as elsewhere, behind the men in knowledge of books, and their occupations are correspondingly inferior, and this to a greater extent than anywhere else in China, perhaps. Even the wives of *hsiu-tsai* work in the fields and carry loads. But, notwithstanding the little attention paid by the people to mental culture, literary merit meets with consideration from them. The graduate's wife, even while engaged in such rude occupations as mentioned, is regarded as entitled to a certain amount of respect. In carrying a burden she uses a red pole, and on seeing this mark of reflected literary distinction, other bearers of burdens have to yield her the path. The number of *hsiu-tsai* allowed to the Kiungchow prefecture at each examination is 159; but, owing to the comparative lowness of the literary standard, this degree in Hainan does not mean as much as in the other prefectures of the province. At the triennial examinations in Canton, natives of the island have never had much success, and in consequence of this His Excellency CHANG CHIH-TUNG, when Viceroy, made it a rule that at every second provincial examination two natives of Hainan should be chosen to receive the degree of *chü-jén*. Strange to say, however, in one examination during the decade a Hainan competitor headed the list, winning the distinction of *chieh-yüan* (解元). His education was not, however, gained entirely from home tutors, as he had spent some time as a student of the Kuang-ya College (廣雅書院) in Canton.

I think there is hope that the near future will see advance as regards intellectual culture in Hainan. The wealth of the people is increasing on account of the growth of trade and the constant influx of returning emigrants with money saved abroad. A leisured class will, in time, grow up, among whom will be many who will devote their attention to books, and who will desire to see their children tread the path to academic honours, and in time to come it will, no doubt, be found unnecessary to continue the rule which allows the Hainan student to become a *chü-jén* on easier terms than his fellow-provincials.

(P.) With regard to the physical character, products, and industries of Hainan and Lei-chou, and the means of transport employed, Mr. NEUMANN, in his Report for the preceding decade, has gone so fully into this that there is nothing left for me to say, except that the 10 years which have elapsed since he wrote have seen no change in any of these respects.

(Q.) Little or no change has taken place in the conditions of the Native shipping at this port since Mr. NEUMANN wrote concerning it in 1891, and I have hardly anything to say on the subject. The junk is gradually getting out of date, but it will be a long time yet before it disappears entirely. No matter to what extent the Inland Navigation Rules are taken advantage of, there will still be trade in which the junk will pay, as it can be manned more cheaply than the steamer and is a good carrier where quick despatch is not required. The junk trade between here and Swatow is considerable, notwithstanding the steamers. Attempts have been made to run small steamer lines along the Hainan coast to compete with the Native craft, but as yet

without much financial success. If a regular service were started round the island, and kept going, no doubt it would become profitable after a while, as the Hainan people are travellers, and improved means of communication would likely be taken advantage of by them. But considerable capital would be required to do this, as loss would have to be encountered in the beginning. However, the rise of steam traffic would not necessarily ruin the junks. They would likely disappear from the main lines, but increased trade would be the result of the regular service, and they would still find enough to do as subsidiary carriers.

(r.) The only bank in Hoihow is the Haikwan Bank, but it does no other business than that of the Customs. It issues no bills of exchange. Of course, there being trade between here and other places, there must be some means of paying for what comes from abroad and being paid for what is sent away. The modes are primitive, however. If a trader in Hoihow has money to pay to a creditor in Hongkong, for example, he will in most cases look out for someone here who is sending goods there, pay him the money, and make a bargain with him that the proceeds of the sale of the merchandise in Hongkong shall be devoted to paying the creditor there to the extent necessary. Another plan resorted to is to pack the dollars in a box and send them by a ship comprador. This can be done at present for \$2 per thousand.

(s.) The Imperial Post Office, which was opened on the 2nd February 1897, does about a third of the postal business of Hoihow and Kiungchow, going by the number of letters and parcels which pass through it; these, during the year 1901, amounted to nearly 25,000, as against 48,000, the number which passed through the Native hong. As regards money-order business, the Imperial Post Office does it nearly all; during 1901 it issued nearly \$9,000 worth of remittance certificates for various places in China, mostly for Canton, Foochow, Shanghai, and Ningpo. Seeing that so many letters are still sent through the Native hong, it can hardly be said that we have greatly injured these. They have continued to do a fair amount of business and will continue to get their share for a good while yet, though the future will, no doubt, see the Government office supreme and alone. The Native hong number three altogether, viz., the Sên Ch'ang Ch'êng (森昌成), Lao Fu Hsing (老福興), and Shêng Chi (省記) hong. Only the first named is a post office in the proper sense of the term; it has agencies at various places in Hainan and on the Lei-chon peninsula, and does a good deal in the way of distributing incoming letters for the Imperial Post Office in Hoihow, which, up to the present, has no branches. The second and third named hong maintain their business by going from house to house in search of letters to forward. In addition to the above, there are two official establishments, viz., the Wên Pao Chû (文報局) and the Chên Piao Ti T'ang (鎮標提塘). These simply send and receive official covers. All are registered at the Imperial Post Office and have certificates from it. Without such registration they could not land or ship any mail matter. They send their mails through us at a charge of 30 cents a pound. The rates which the private hong charge vary according to the places the letters are sent to, but are mostly higher than the Imperial Post Office rate, which is uniform according to weight. That they can compete with us is largely due to the fact that, with them, postage can be paid by either sender or receiver, and is in either case the same. A man of an economical turn of

mind may hesitate to write a letter if he has to pay the cost of sending it himself, though not if this is paid by someone else.

(t.) The Customs regulations for the port remain about the same as they were 10 years ago. With regard to work, this has increased a good deal. We have now to look after the lighthouses, the Yü-lin-kang station, the Imperial Post Office, and the Native Customs, in addition to the ordinary Customs work. As already stated, the lighthouses date from 1894 and 1895. The staff required for them consists of four Foreigners and 13 Chinese, who are divided among the three. The station at Yü-lin-kang, in the south of the island, was established in the year 1896 as a branch of our office, where junks returning to China from the south could report any opium they might carry. All junks trading to southern countries have to take on papers each voyage from an office of the Foreign Customs; on their return voyage they must call at Yü-lin-kang and report to the station. Their cargoes are there looked over, any opium on board taken note of, and their Foreign papers received back for cancellation. The staff at the station consists of one Foreign officer in charge, a Chinese Clerk, and from half a dozen to a dozen Chinese (who act as boatmen, etc.), their number depending upon the season of the year. During the south-west monsoon, when the junks are coming back to China, more men are required than in the winter, when they are all going the other way. The Imperial Post Office commenced to act, as stated, in February 1897. It employs one Chinese Postal Clerk, an Office Boy, and a Letter-carrier. It was only in November last that the Native Customs came under us. What staff will be required for it has not yet been determined upon, but it will consist of additions to both our In-door and Out-door departments. In the Foreign shipping resorting to the port, too, as well as in the Imports and Exports and the Transit trade, there has been increase, as is evidenced by the various tables of our Returns. Taking everything into consideration, therefore, the volume of the work has considerably augmented, and the officer in charge of the port has a good deal more to occupy his time than he had 10 years ago.

(u.) In military and naval affairs the only thing worthy of note during the 10 years has been the completion of the fort in Hoihow Bay mentioned by Mr. NEUMANN in the last Report. It was finished in 1893. Industrially there is little to record. In 1896 a steam factory for the manufacture of albumen was started by a Frenchman, Mr. BERTHOIN; it was subsequently taken over by the German firm of Messrs. A. SCHOMBURG & Co. It did not prove a success, owing to the high price of eggs and the uncertainty of the supply, and was closed in 1900. As regards financial matters, the only thing to record is the new house tax, the levy of which commenced from the 12th October 1900. The new tax amounts to 5 per cent. on rentals of over Tta 2 a month; rents under that are not taxed, nor is anything levied in the case of small houses of two or three rooms occupied by the owners, or the houses of any small village. Dwellings of a larger size occupied by the owners are taxed according to the ridge beams, the sum of 10 cents being levied on each beam. In the proclamation which announced the house tax a land tax was also mentioned, but nothing has yet been collected on this account.

(v.) The following particulars regarding Protestant missionary work in Hainan and Lei-chou have been kindly furnished me by the Reverend Mr. STREET, of Hoihow:—There is at present only one Protestant missionary society represented in these parts, viz., the American Presbyterian (North). The number of missionaries are as follows: ordained ministers, 7; physicians, 3; married ladies, 7; single ladies, 4; total, 21. There are 130 baptised church members among the Natives. Of hospitals there are two—one in Hoihow and one in Nodoa (那大), besides one more in course of erection in Kiachek (嘉積). In addition, there are out-stations at Namfong (南豐), near Nodoa; Ai-chou (崖州), in the south of the island; and Liakha (嶺尾), near Kiungchow; but no Foreigners reside permanently at any of the three. No work is as yet being done in Lei-chou, but an increase of force is expected before long, which will admit of a commencement being made in that prefecture.

The Roman Catholic Church is represented on the island by three Foreign missionaries and a church membership of about 150. The labours of the missionaries are mostly confined to the Chiung-shan (瓊山) and Ting-an (定安) districts. In the former district they have stations in Kiungchow city, the town of Hoihow, and in Fu-hou (福厚) and Yeh-ch'eng (也程) villages; and in the latter, stations at Hsien-kou (仙溝), Shên-shui-t'ien (深水田), Chia-lai (加賴), Wu-chia (五甲), Chü-ting (居丁), Ling-mên (嶺門), and Hsia-shan (下山).

(w.) The guilds at this port have been described, and the Kiungchow guilds elsewhere in China and abroad enumerated, by Mr. NEUMANN in his Report; and there is nothing new to say on the subject, except that I have been told that there are now, in addition to those he mentions, two Kiungchow guilds in Foreign countries, viz., one in Malacca and one in Bintang (Netherlands India).

(x.) The only celebrated official who held office in the province during the 10 years was His Excellency the late Li Chung-t'ang. None of the celebrated officials of the Empire during the period have been Hainanese or natives of Lei-chou.

(y.) I have not heard of any celebrated book appearing in the province during the decade. The "Annals of Kiungchow," referred to by Mr. NEUMANN in his last Report as being out of print, are still in this condition, and there is yet no evidence of any intention to bring them up to date.

(z.) With regard to the future of this part of China, I think the prospect is good. The wealth of the people is certain to increase and their standard of living to improve still more as time goes on. If steam navigation around Hainan were successfully begun and were continued, the people would be greatly benefited. It would bring their outlying districts into close touch with Hoihow and, through it, with the outside world; and it would also stimulate production by making transport easy. Then business would increase generally, our post office would extend its facilities, and the telegraph lines taken down would likely be replaced. All this is quite within the range of probability, and if it does happen, other favourable probabilities will arise. Things are therefore hopeful for us, and I think I may bring my Report to an end by predicting a continuation in the future of past prosperity.

In conclusion, I desire to express my thanks to the members of the Hoihow office staff who have assisted me in the collection of material for this paper, and more especially to Mr. Assistant Examiner SHIRDAN, to whom I am indebted for much valuable information concerning the various articles which appear in the tables.

JAMES ACHESON,

Acting Commissioner of Customs.

CUSTOM HOUSE,
KIUNGCHOW, 31st December 1901.

APPENDIX

APPENDIX

QUANTITY AND VALUE OF THE PRINCIPAL

DESCRIPTION OF GOODS.	Classifier of Quantity.	1892.		1893.		1894.		1895.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
COTTON GOODS.									
Shirtings, Grey, Plain.....	Pieces	9,217	16,054	10,181	19,530	6,627	14,122	6,316	14,526
" White, ".....	"	26,165	59,043	25,290	62,492	14,272	43,408	16,362	55,884
" Dyed, Plain and Figured	"	864	241 32	865	2,236	869	2,991	774	1,887
T-Cloths.....	"	16,264	19,831	16,657	20,814	10,628	19,043	10,316	18,352
Turkey Red Cambrics.....	"	577	626	797	940	425	714	559	950
Cotton Italians, Plain and Figured	"	801	3,194	1,219	4,947	152	569	218	907
Muslins.....	"	2,533	1,589	3,237	2,017	1,754	1,352	1,071	804
Towels, European.....	Dozens	3,322	978	3,576	1,082	1,894	798	903	334
" Japanese.....	"	...	...	...	...	...	...	27	18
Blankets and Rugs, Cotton.....	Pieces	...	...	...	...	...	...	...	...
Cotton Flannel, European.....	"	...	...	...	...	...	...	...	...
" Japanese.....	"	...	...	...	...	361	352	303	314
Japanese Cotton Cloth.....	"	7,924	2,846	6,713	2,538	2,639	1,264	266	122
" Grape.....	"	...	...	...	...	4,316	2,133	2,486	1,105
Towelling, Japanese.....	"	...	...	...	...	2,905	585	5,377	1,077
Cotton Yarn, Indian.....	Piculs	20,008	335,215	16,124	294,132	11,667	204,580	15,789	272,838
" Thread.....	"	148	5,933	131	4,826	83	3,960	50	4,101
WOOLLEN GOODS.									
Camlets, English.....	Pieces	656	6,205	811	7,605	499	5,170	330	4,555
Lestings.....	"	330	2,736	404	3,456	189	1,783	98	1,015
Long Fells.....	"	2,734	11,939	3,200	14,457	1,537	7,594	1,604	9,224
Spanish Stripes.....	"	144	1,487	226	2,365	122	2,109	89	1,735
Cloth, Broad, Medium, and Hsbit.....	"	169	4,195	251	6,542	110	3,782	45	1,682
Merinos.....	"	235	3,077	412	5,135	246	3,557	68	1,008
Blankets.....	Pairs	321	989	369	967	72	212	71	220
Italian Cloth.....	Pieces	...	...	...	...	...	...	...	...
METALS.									
Iron, Nail-rod.....	Piculs	1,598	3,094	1,417	2,880	1,606	3,468	1,413	3,181
" Wire.....	"	39	120	144	615	47	226	72	360
" Old.....	"	25	85	259	576	404	1,075	312	657
" Nails.....	"	61	392	401	2,387	120	786	229	1,496
Yellow Metal, Sheets.....	"	82	1,271	165	2,813	69	1,587	76	1,665
Steel.....	"	215	842	239	902	155	696	206	1,149
Quicksilver.....	"	20	1,225	18	1,127	12	553	14	701
SUNDRIES.									
Beans.....	Piculs	25,633	37,542	23,624	39,008	24,361	36,611	20,662	35,485
Betel-nuts.....	"	...	...	2,220	10,431	6,558	36,100	3,306	12,585
Birds Nests, 1st Quality.....	Oatlies	61	985	120	2,458	42	967	45	1,309
" 2nd ".....	"	257	3,438	135	1,742	95	1,027	157	1,799
" 3rd ".....	"	75	735	97	859	36	164	163	774
" Refuse.....	"	543	843	875	1,350	586	1,051	257	411

DICES.

No. 1.

IMPORTS, EXCLUSIVE OF OPIUM, 1892-1901.

1896.		1897.		1898.		1899.		1900.		1901.	
Quantity.	Valua.	Quantity.	Valua.	Quantity.	Valua.	Quantity.	Valua.	Quantity.	Valua.	Quantity.	Valua.
<i>Hk. Fa</i>	<i>Hk. Fa</i>	<i>Hk. Fa</i>	<i>Hk. Fa</i>	<i>Hk. Fa</i>	<i>Hk. Fa</i>	<i>Hk. Fa</i>	<i>Hk. Fa</i>	<i>Hk. Fa</i>	<i>Hk. Fa</i>	<i>Hk. Fa</i>	<i>Hk. Fa</i>
9,171	21,093	10,289	23,664	7,122	16,380	8,371	19,427	8,878	21,777	12,545	32,444
9,526	66,392	17,399	59,808	13,084	41,689	17,645	61,840	20,323	76,221	22,469	86,500
1,498	4,065	2,302	6,446	806	2,248	2,996	8,325	5,073	14,736	10,935	31,717
13,868	25,145	12,831	24,397	13,553	25,430	16,317	31,799	16,135	32,674	14,309	27,871
587	1,117	572	1,144	431	872	1,012	2,200	1,876	4,501	1,719	4,121
269	1,173	228	1,048	299	1,400	1,514	7,034	1,916	8,808	2,053	10,335
2,293	3,702	1,474	3,658	1,591	3,412	2,752	5,285	2,029	4,058	2,759	5,600
714	234	467	137	326	115	244	154	178	129	171	101
126	48	121	44	124	39	242	156	205	109	755	38
...	...	...	...	...	...	...	...	5,276	5,106	7,694	5,888
...	...	...	...	...	...	...	...	721	5,025	506	3,559
715	830	319	412	552	854	1,646	1,971	1,658	1,524	3,541	2,960
810	428	1,328	736	381	245	1,514	818	7,690	4,158	6,919	4,581
4,113	1,700	2,995	1,185	3,321	1,743	6,251	3,893	5,941	3,530	8,864	4,980
5,408	1,098	5,025	1,021	3,579	721	6,467	1,298	13,452	2,702	17,355	3,557
16,704	323,884	15,000	302,293	19,329	422,052	20,826	463,787	20,553	489,636	21,414	522,904
73	9,443	72	9,386	58	7,483	83	11,187	75	10,494	110	17,521
...
404	6,576	264	3,696	109	1,550	389	5,577	383	5,877	325	4,604
171	1,813	121	1,317	56	615	170	1,904	206	2,370	125	1,451
2,471	13,766	1,670	9,673	666	4,092	2,118	12,976	2,954	14,825	2,426	12,877
211	3,718	112	1,798	68	1,077	132	1,919	91	1,629	96	1,550
115	3,902	83	2,241	59	1,593	164	4,748	158	4,767	149	4,767
115	2,093	61	956	87	1,665	124	2,122	134	1,841	117	1,650
204	653	103	330	126	415	925	3,014	470	1,680	373	1,370
...	...	...	...	8	135	62	919	176	3,595	426	730
...
1,674	4,659	1,369	4,107	1,113	3,339	1,071	3,227	1,069	4,135	1,209	4,831
83	417	55	276	64	320	174	870	219	1,312	290	2,023
408	604	384	529	183	412	125	296	341	712	440	1,060
246	1,682	246	1,688	250	1,778	250	1,805	262	1,967	316	2,571
91	2,001	55	1,213	51	2,131	52	1,149	40	959	63	1,080
292	1,326	149	668	207	932	222	1,071	256	1,333	228	1,240
15	881	15	915	11	634	10	619	15	1,107	16	1,250
...
18,954	30,666	21,816	32,726	14,786	22,731	22,406	38,260	21,212	39,837	32,457	61,600
2,111	7,898	541	2,196	...	...	106	528	513	2,565	89	440
22	660	60	1,800	83	2,507	16	480	41	1,353	85	2,800
91	1,047	118	1,406	53	636	49	612	97	1,358	53	740
513	2,337	505	2,273	435	1,957	571	2,570	361	1,625	535	2,400
...

QUANTITY AND VALUE OF THE PRINCIPAL IMPORTS.

Description of Goods.	Classifier of Quantity.	1892.		1893.		1894.		1895.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Braid, Llana.....	Boxes	20,370	9,118	29,527	11,534	15,843	7,171	15,498	7,008
Cloth, Native.....	Piculs	435	17,751	654	30,470	501	20,026	515	20,613
Cotton, Raw.....	"	1,972	25,705	5,140	63,272	3,591	49,334	2,899	41,861
" " with Seed.....	"	1,995	6,734	121	437	91	326	...	...
Dyes, Aniline.....	Value	...	6,153	...	5,665	...	4,327	...	4,604
Flour.....	"	...	26,373	...	34,772	...	81,913	...	61,576
Ginseng, Korean.....	Catties	86	1,776	156	3,560	74	1,294	69	1,773
" Japan, 2nd Quality.....	"	27	32	...	...	75	90	35	42
" " Unclassed.....	"	1,776	1,490	2,382	2,365	1,842	2,542	1,907	...
" American, Clarified.....	"	6,039	35,570	7,351	44,621	5,071	39,697	5,513	38,591
" Native.....	"	...	...	...	...	189	334	520	883
Hemp.....	Piculs	3,659	27,354	3,243	26,376	2,984	21,532	2,867	21,489
Lily Flowers, Dried.....	"	1,412	11,339	1,599	9,510	1,569	9,186	1,667	10,701
Matches, Wood, European.....	Gross	395	374	138	123	...	...	1,000	200
" " Japan.....	"	178,225	37,830	195,250	35,276	199,550	37,535	201,510	39,494
Medicines.....	Value	...	45,965	...	60,702	...	47,527	...	45,190
Oil, Kerosene, American.....	Gallons	540,800	84,398	269,690	35,173	318,305	44,558	157,260	21,268
" " Russian.....	"	18,000	2,530	111,950	14,123	72,000	9,255	80,750	10,900
" " Sumatra.....	"	...	...	100	12	116,690	14,040	299,300	39,394
" Groundnut.....	Piculs	...	...	...	...	...	...	...	...
" Wood.....	"	752	4,654	695	4,017	629	5,745	448	3,940
Rice.....	"	1,851	4,295	78,213	119,951	376,733	680,881	93,730	175,443
Silk Piece Goods.....	"	20	10,118	59	24,379	16	8,235	21	10,540
Vermicelli.....	"	8,631	49,323	7,639	46,444	6,833	44,937	5,290	36,783
Wax, White.....	"	63	3,370	91	6,930	86	5,726	65	4,893

EXCLUSIVE OF OPIUM, 1892-1901—Continued.

1896.		1897.		1898.		1899.		1900.		1901.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
...	Hk. Tn.	...	Hk. Tn.	...	Hk. Tn.	...	Hk. Tn.	...	Hk. Tn.	...	Hk. Tn.
12,152	5,593	10,582	4,927	1,692	763	8,030	3,532	12,546	5,232	21,606	8,885
577	28,129	813	41,977	456	23,437	767	39,169	1,126	57,436	1,402	72,718
1,973	35,380	3,296	53,282	1,980	34,407	3,223	55,773	2,830	51,694	1,701	28,641
...
...	5,127	...	5,178	...	3,647	...	7,176	...	11,964	...	17,791
...	62,986	...	44,327	...	44,472	...	75,560	...	77,703	...	88,052
...	2,657	65	2,117	64	2,136	67	2,444	50	1,665	52	1,681
99	45	...	...	...	...	...	...	...	...	...	...
32	1,652	3,788	2,841	3,166	3,367	3,007	2,255	2,386	1,790	2,515	1,635
2,203	43,080	6,092	42,644	5,346	37,422	5,472	38,304	6,049	42,343	6,178	52,513
5,917	1,258	837	1,482	963	1,297	1,178	1,285	1,181	1,413	1,370	1,718
797	23,492	2,684	20,352	2,925	21,938	3,516	26,371	2,689	21,147	3,476	28,558
3,132	9,850	1,793	12,239	1,230	8,537	1,485	12,917	971	9,051	1,099	11,307
1,501	...	...	...	...	...	...	...	...	...	...	...
...
233,800	44,704	238,380	45,822	250,140	47,997	274,476	53,250	220,218	47,988	220,701	56,056
...	52,152	...	58,925	...	51,032	...	56,188	...	58,202	...	61,815
331,160	51,052	783,810	119,496	653,850	99,408	994,200	156,228	1,129,340	191,484	1,260,070	218,478
15,300	2,344	...	1,000	1,46	3,000	435	...	...	...	27,700	4,325
288,230	41,846	136,200	19,836	290,940	42,380	7,500	1,088	50,900	8,970	200,810	31,200
...
...	4,303	472	4,182	663	5,846	1,042	9,186	772	6,949	1,364	12,277
63,561	129,077	19,371	42,340	196,755	510,556	206,694	523,055	44,622	107,382	20,397	44,871
40	24,375	31	19,934	21	13,513	43	27,696	60	39,952	140	92,169
7,367	53,019	6,700	48,365	4,980	35,854	6,194	53,030	8,376	75,384	10,386	93,477
116	9,240	97	9,727	86	8,623	132	13,213	112	11,159	154	15,429

APPENDIX

QUANTITY AND VALUE OF THE

DESCRIPTION OF GOODS.	Classifier of Quantity	1892.		1893.		1894.		1895.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Betel-nuts.....	Piculs	9,044	57,250	6,071	49,442	5,862	40,908	4,842	46,549
Cattle-fish.....	"	1,217	10,028	1,540	13,778	1,327	15,869	1,084	18,010
Eggs, Fresh.....	Pieces	13,714,800	33,442	20,903,620	41,407	10,878,800	27,196	9,014,800	23,383
Fish, Salt.....	Piculs	303	1,999	595	4,962	1,025	6,217	2,131	13,319
Galangal.....	"	16,376	18,835	16,555	20,998	20,377	22,538	17,232	20,676
Glue, Cow.....	"	4,148	26,555	3,436	21,654	4,080	23,496	4,176	24,161
Grasscloth, Fine.....	"	234	20,918	349	33,314	506	55,689	364	52,864
Ground-nut Cake.....	"	20,144	29,460	16,072	23,352	19,159	28,738	19,914	31,882
Gunny Bags.....	Pieces	...	...	42,030	842	85,857	2,268	59,925	1,332
Hemp.....	Piculs	2,192	46,626	2,011	45,941	1,512	39,321	1,521	39,532
Hides, Cow and Buffalo.....	"	1,569	13,303	2,453	20,013	3,974	28,695	2,942	22,354
Leather.....	"	3,487	45,804	3,898	57,566	4,064	63,767	3,617	65,032
Lung-ngan Pulp.....	"	1,341	13,491	2,529	24,097	136	1,549	568	6,250
Mats, Straw.....	Pieces	...	...	15,812	551	10,847	650	33,240	1,993
Medicines.....	Value	...	25,612	...	19,669	...	17,954	...	14,763
Pigs.....	No.	47,232	283,187	58,272	349,632	59,345	356,070	45,237	271,422
Poultry.....	"	322,623	32,048	413,193	34,015	322,721	24,203	340,946	33,335
Seed, Sesamum.....	Piculs	10,906	47,549	8,206	32,446	8,936	37,711	11,034	47,638
Silk, Raw, Wild.....	"	160	16,606	210	21,165	170	19,358	219	25,083
Sugar, Brown.....	"	80,529	158,839	93,224	231,322	104,922	324,697	60,224	173,593
" White.....	"	7,265	24,629	7,861	33,074	12,634	63,168	8,794	43,704
Tallow, Animal.....	"	1,368	9,604	1,131	7,752	1,525	11,053	1,953	14,154
Tobacco, Leaf.....	"	4,775	22,930	2,172	10,726	1,005	8,538	1,137	9,668

[No. 2.

[PRINCIPAL EXPORTS, 1892-1901.

1896.		1897.		1898.		1899.		1900.		1901.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
7,228	62,493	9,730	80,759	10,857	89,576	11,030	92,688	11,855	100,774	8,904	75,680
856	14,849	969	13,565	965	13,814	2,154	31,236	1,252	18,958	1,323	21,182
16,200,360	56,177	19,959,600	65,775	16,591,200	55,304	18,777,600	62,888	21,157,000	70,343	25,737,160	86,994
1,215	7,529	1,324	8,217	2,100	13,192	3,001	18,604	4,658	28,883	3,168	19,008
22,320	37,944	39,024	66,337	19,117	32,497	15,110	25,930	10,899	19,617	21,438	40,733
4,265	21,323	4,281	21,404	6,606	33,029	6,221	33,730	4,613	25,370	3,553	18,745
623	90,365	831	120,725	847	122,930	679	98,503	1,093	160,673	942	141,285
22,363	35,782	23,123	36,828	12,466	20,670	11,277	21,518	6,060	12,727	4,327	9,519
34,960	1,028	...	...	132,366	3,657	321,710	8,176	950,787	23,815	722,879	18,886
1,655	48,701	1,784	53,540	1,959	58,770	5,287	158,604	2,395	71,851	3,493	104,789
1,488	15,898	1,569	16,477	7,476	75,121	10,355	103,543	3,360	35,061	115	1,245
2,797	49,603	3,382	59,405	5,286	93,625	7,579	139,326	5,906	114,254	4,403	89,440
738	8,853	1,510	18,122	1,959	24,765	4,293	55,810	1,024	13,310	2,253	30,419
60,266	8,436	73,470	8,082	203,028	20,303	207,850	19,747	159,040	14,313	181,141	11,774
...	22,748	...	32,461	...	25,366	...	35,044	...	26,915	...	35,671
56,592	339,552	77,946	467,676	66,356	398,136	76,045	456,270	66,293	397,758	82,203	493,218
427,114	37,723	585,534	43,182	530,150	52,170	583,380	58,338	433,040	43,304	485,140	48,514
15,916	67,735	20,388	91,757	12,712	60,381	13,662	71,773	4,639	25,980	9,026	50,552
154	16,006	99	9,908	219	21,946	198	19,768	108	11,541	108	11,908
64,608	196,354	132,249	390,931	90,619	266,760	124,851	408,085	94,332	331,982	161,912	519,452
10,323	45,399	22,732	102,295	10,215	45,969	21,443	104,730	1,377	6,886	31,316	162,844
2,083	15,461	2,920	23,360	3,092	24,733	2,292	18,332	1,270	11,138	824	7,092
651	5,530	178	1,512	390	3,316	252	2,142	63	536	102	857

PAKHOI.

DECENNIAL REPORT, 1892-1901.

(a.) The opening year of the decade (1892) passed away under fairly favourable conditions, that is to say, there were no visible signs of threatening calamities, such as plague, drought, too much rain, local rebellions, and the opening of rival trade routes, which in the past had too often militated against the prosperity of the port, and which, as will later on be seen, have co-operated during the whole period under review, not only to restrict and hamper expansion, but actually to cause a diminution of traffic on existing routes. The falling off in the importation of Foreign Opium continued, the causes assigned being rivalry of the Native drug and illicit trading on the provincial coast. In Exports, Indigo, Star Aniseed, Hides, and Brown and White Sugar did well; and the Transit trade towards Nanning and Kwangsi, generally in Matches and Kerosene, developed. The tonnage employed at the port amounted to 89,375 tons, confined almost exclusively to the German and Danish flags. It has been remarked—and the same holds true to-day—that small steamers of 400 to 500 tons, drawing about 13 feet, do best for the local trade, and that there is rarely sufficient export cargo in the port at any time to do more than load one steamer of small size.

In 1893 Mr. Acting Commissioner HILLIER frankly confessed to a bad year, caused by the unusual cold in January, which injured Sugar Cane and Indigo crops; while later—in May—further damage was done and the whole Rice crop destroyed by heavy rain. The result is more shown in the falling off of Revenue—*Hk.Ta* 56,063, over 25 per cent.—than in the net value of the trade, due to the fact that *Hk.Ta* 458,754 worth of Rice was imported for famine relief and paid no Duty.

In 1894 Mr. HILLIER had again to chronicle a bad year. Drought in the spring brought about a partial failure of the Rice, while the Sugar crop also suffered severely. Plague made its appearance in April, and raged with unusual violence at Pakhoi and the vicinity until June. Revenue fell off to a considerable extent, due more especially to the continued shrinkage in the importation of Foreign Opium. Betel-nuts to the very considerable amount of 5,429 piculs, valued at *Hk.Ta* 30,800, were imported during the year—2,900 piculs coming from Kiungchow, the balance from Hongkong, being probably of Straits or Indian origin. They were destined chiefly for Yu-lin-chou (鬱林州) and Ling-shan (靈山), and were largely used, so Mr. HILLIER was credibly informed, for presents, especially for wedding presents—being considered to be emblematic of constancy, as typified by the fair, straight stem of the tree upon which they grow. After this, who shall say that the Chinese are not a poetic race? But to resume our narrative. Llama Braid reached its highest record—48,725 gross, valued at *Hk.Ta* 25,472: again on behalf of the “eternal feminine,” as we are told that the Braid is much in vogue for the

embellishment of ladies dresses, and, while equally decorative, has proved itself more durable than the silk ribbon formerly in fashion for the same purpose. Kerosene Oil from Snnatra made its first appearance on the Pakhoi market during 1894 and was very favourably received, and soon practically replaced the Russian variety. The Native lamp most in use resembles a diminutive teapot of earthenware or tin, but the wick, which is drawn through the spout, affords a very fair light without the necessity of a chimney—no slight saving of expense. Here, again, we have another illustration of how differently things are done in China, and yet how practically. Exports, with the exception of Aniseed Oil, showed rather a downward tendency. One article of promise—since not fulfilled—was White Raw Silk, produced at Jung-hsien (容縣) and Yu-lin-chon (鬱林州), in Kwangsi, and likely, it was thought, to develop as the improved system of mulberry cultivation and silk preparation, introduced there by the ex-Governor MA P'EI-YAO (馬丕瑤), had turned out a success. Hopes were also entertained that Camphor might figure more largely in our Export Returns, as it was known that plantations in Lu-ch'uan (陸川), near Yu-lin-chou (鬱林州), were coming to the bearing age. Here, again, no doubt West River competition has proved fatal to Pakhoi expansion. Shipping was represented by 86,006 tons—Danish, German, and French,—in steamers of between 400 and 500 tons capacity. Mr. HILLIER adds the following interesting note on the movements of Treasure: "The movements of Treasure by steamer give but little clue to the financial adjustment of the large balance of Import over Export trade. Of the *Hk.Ta* 606,000 worth of Mexican Dollars shipped to Hongkong during the year, nearly one-third consisted of Government remittances; the quantity of Treasure shipped by steamer for commercial purposes depends on a variety of influences. Many of the local merchants are merely forwarding agents for clients in the busy trading cities in Kwangsi, such as Nanning (南寧) and Po-sé (百色), whence large quantities of Rice, Oil, and Native Opium are sent by the West River to Fatahan (佛山), from which place the settlements for a great part of the Foreign Imports from Hongkong to Pakhoi are liquidated; the proceeds of Ground-nut Oil and Cake, etc., sent by junk to Kongmoon (江門), are remitted thence to Hongkong, to cover purchases of Foreign goods for Pakhoi; junk-borne goods to Kiungchow are paid for by steamer-borne goods or Treasure from that port. The financial transactions resulting from the junk, the riverine, and the steamer trade are thus inextricably involved."

In 1895 Mr. Acting Commissioner MOREHOUSE's Report contains little of encouragement. The trade had not expanded and the outlook was not favourable. Bubonic plague had been absent, but other causes had contributed to want of confidence. They were: primarily, the serious drought in the latter part of the year in this district, Kwangsi, and some portion of Yunnan; secondly, the price of Rice, which was unusually high, this crop having suffered from the small quantity of rain at time of planting; thirdly, robbers infested the trade routes to Kwangsi and Yunnan; and, finally, the increased transport of Cotton Yarn and other commodities through Haiphong. But, nevertheless, the trade, although restricted, returned good profits to the local Chinese merchants concerned. In shipping, the Danish flag represented 56 per cent.; the German, 38 per cent.; and the French and British, 3 per cent. each.

Under the provisions of the Convention between France and China, signed at Peking on the 20th June 1895, a Vice-Consulate was established on the 29th October at Tung-hsing (東興),

a port on the coast and Chinese frontier, some 80 miles west of Pakhoi and opposite the French post of Moncay, in Tonkin. The French Vice-Consul at Pakhoi was appointed Vice-Consul at Tung-hsing, in addition to his functions here.

In 1896 Mr. MOREHOUSE had to report a slight expansion in the trade, and considered it a matter of congratulation that there was no decrease to be noted. The district, although free from banditti and plague, was not altogether prosperous, and the high price of Rice—*Ta* 2 per picul, as compared with *Ta* 1.25, the ordinary quotation—caused much misery among the poorer classes. As a result, numerous bands of beggars, at times amounting to 2,000, invaded various towns and hamlets and demanded sustenance from the more financially fortunate; pawnshops were looted, necessitating the despatch of troops to the scene of disturbance; while on several occasions piratical junks appeared at the island of Wei-chou (圍洲), but the depredations were of small extent, owing to the poverty of the inhabitants. Sumatra Kerosene Oil ("Crown" brand), which during 1895 had doubled in quantity, trebled the figures of the preceding year, with an importation of 660,070 gallons. It is 7 cents per case cheaper than American Oil. In Exports a gain was made in Leather, a large quantity of which was diverted from the West River to the Ch'in-chou-Pakhoi route, owing to excessive taxation of the former thoroughfare. A noticeable feature in the trade of 1896 was a very large exportation of Dried Lizards (蛤蚧). They came principally from Nanning (南寧), in Kwangsi, where they live in the ground, about 4 inches below the surface, and are dug for and caught at night. Dried Lizards are used as a medicine in consumptive cases (癆瘵), in the form of a broth. In the vicinity where found they are, when freshly killed, considered more efficacious consumed *au naturel*. The tail is esteemed the most valuable portion, as containing greater strength than the body. A good price is always obtainable in Hongkong for this product. Of the total steam tonnage—186,262 tons,—the German flag covered 39 per cent.; the Danish, 30 per cent.; the French, 29 per cent.; and the Chinese and Norwegian, 1 per cent. each. Owing to German opposition, freights ruled low during the year, and steamers barely paid expenses.

In 1897 Mr. Acting Commissioner MÜLLER was able to report that the long-talked-about opening to Foreign trade of Wuchow, on the West River—which event took place during the second quarter of the year,—had not been so detrimental to the trade of Pakhoi as had been expected. The Pakhoi commission agents were buoyed up by the hope—which to a certain extent has been realised—that, on account of the reported uncertainty of delivery at the marts in Southern Kwangsi, and especially at the important trade centre of Nanning, caused by the changeable nature of the West River—too strong currents at one time of the year and insufficiency of water at another,—Foreign goods would to a considerable extent continue to use the overland carrier route from Pakhoi, especially as the local officials showed at once their appreciation of the situation by promptly reducing the Ching-fei rates on the four principal articles of Import—Matches, Kerosene Oil, Cotton, and Cotton Yarn—by one-half. The Rice crops during the year were abundant, and the Indigo and Sngar harvests very satisfactory. Against this prosperity had to be set the scarcity of copper cash, which began to manifest itself in this part of the Kwangtung province. It is noted as a curious fact that while cash were getting scarce, the cash prices of all necessities of life were gradually rising. Wages among the Chinese remained, however, practically what they were many years

ago, explained probably by the Chinese system of the hirer feeding the hired. The shrinkage in the supply of cash had not been much felt by the people and small shopkeepers in their transactions of daily life, as the subsidiary coins of the provincial mints and the Hongkong currency were readily accepted everywhere and by everybody. Under Exports a slight decrease had to be noted. Camphor, Fish, Pigs, and Silk fell off; but Liquid Indigo, Leather, Sugar, and Animal Tallow increased. Grasscloth appeared for the first time in the list of Exports; it is produced in the Kao-chou (高州) district, and formerly reached Hongkong in Native bottoms from the unopened coast port of Shui-tung (水東). Steam shipping fell off to 113,732 tons, but seems to have been sufficient for the requirements of the port. The flags represented were German, French, and Danish. The importation of Foreign Opium diminished to 134 piculs, owing to the competition of the Yunnan drug. Mr. MÜLLER remarks: "As Yunnan Opium finds its way to the surrounding districts exclusively on the backs of smugglers, no reliable information is available of the amount consumed, and nobody is willing to speak freely." A company was formed during the year at the provincial capital (Canton), under high official auspices, to work a coal mine at Shih-t'ou-pu (石頭埔), in the Ho-p'u (合浦) district of the Lien-chou (廉州) prefecture, with Foreign appliances. The capital of the company, fully subscribed, was £72,600,000, and the Kaiping (開平) colliery was reported to be largely interested in the undertaking. Shih-t'ou-pu is a large village on the seashore, inhabited by a few hundred peasants and fishermen, distant from Pakhoi in an easterly direction as the crow flies about 85 li and by sea about 160 li. The coal is found in a low mountain range running down close to the seashore; there is a well-sheltered anchorage in a small bay formed by the mouth of a small river, and vessels of light draught can anchor quite close to the shore. The cost of transport from the mouth of the pit to on board ship would therefore be inconsiderable. Samples of the coal have been sent to Canton for trial, with doubtful results as to steam-raising qualities. Later trials have not tended to raise the product of this mine in public estimation.

In 1898 Mr. Commissioner MORSE sums up the trade of the year as follows: "My two predecessors in their Reports for 1896 and 1897 expressed their gratification that the trade of Pakhoi had not materially fallen off; a diminution of only 1 per cent. in 1898 might appear to warrant me in expressing the same sense of satisfaction, were it not that an analysis of the figures shows that while Exports, drawn mainly from the narrow field immediately around Pakhoi, and therefore not capable of indefinite expansion, have increased by 18 per cent., Imports, destined in the past largely for the wider inland field of consumption supplied through Nanning, have decreased by 10 per cent. The trade of the year has been affected by several factors. That of most general interest is the competition of Wuchow, which began in 1897 and has been more marked during 1898. Some effect was produced by the organised rising in Kwangsi, which interrupted trade during June and July, and had its centre at Yü-lin (鬱林), within the radius of supply from Pakhoi; this rebellion was suppressed by the end of July, but, apart from the interference with traffic, the resulting impoverishment of the people must have affected their purchasing power. During the autumn a revival of piracy in the Gulf gave rise to fears for the safety of the coasting trade along its shores, but these fears were not realised." In continuation, Mr. MORSE produces figures to show that "the Pakhoi Import trade rose to a

fair degree of prosperity when both of the natural routes to Western Kwangsi and Central Yunnan were blocked by various agencies; it lost when traffic was restored to the Red River route through Tonkin; it lost again when the West River route through Kwangtung was freed from fiscal obstructions; and it will lose still more when those obstructions shall be neutralised along the course of the upper West River through Kwangsi. For the present, however, it is probable that some portion of this interior demand will be supplied through Pakhoi. Until steam shall have minimised the dangers of the navigation from Wuchow to Nanning, the more valuable goods will be sent by this route, on which they can be covered by insurance from Hongkong to Pakhoi, and thence sent securely by land to Nanning and beyond; until, too, the same agency has reduced the time of transit along the West River, a sudden increase in demand and price telegraphed from Nanning, assuring increased profits to early arrivals at that place, will at once cause the importation of goods by this, the quickest, route." The steam shipping employed—108,480 tons,—although somewhat less than in the previous year, was adequate for the needs of the port. The flags represented were German, French, and Danish.

For the year 1899 Mr. Assistant-in-Charge DEANE had again to confirm the oft-told tale of non-expansion of the trade. Special causes were at work to bring about this result, some of which, such as the prevalence of plague and brigandage, may haply prove to be ephemeral; but others, such as the diversion of traffic to more favourable routes, are only too likely to be permanent. Mr. DEANE remarks: "Those who have expressed the opinion that the opening of the Treaty port of Wuchow would have the effect of diverting our trade with the province of Kwangsi—to say nothing of the provinces of Yunnan and Kweichow—to the West River route must watch with interest the statistics from this port since the lower part of that river was opened to trade. The year just past helps to substantiate the forecast and to prove to some extent that the merchandise imported did little more than supply the needs of the Lien-chou (廉州) prefecture, the western part of the Kao-chou prefecture, in Kwangtung, and the southern part of the wedge-shaped portion of the Kwangsi province included between those two prefectures, as far north as Yü-lin (鬱林), and, as a sequence, our Exports arrived from the same districts. . . . The increase in our Imports is an increase in value rather than in volume, and in no sense compensates for the falling off in the Exports. The forecast for the year 1900 is in no way more promising; on the contrary, since it is known that Yü-lin (鬱林), our principal consuming district, has commenced to draw supplies through Wuchow, traders reiterate the opinion expressed a year ago and give it as their belief that trade with that port will extend further south and encroach more and more upon the field now supplied from Pakhoi. From Yü-lin (鬱林) to Pei-liu (北流)—at the head of the navigation of a small tributary of the West River—is a distance overland of 50 li. The stream is not difficult of ascent, being without rapids, and for boats of shallow draught is navigable throughout the greater part of the year. If not all the time from Pei-liu, then at Jung-hsien (容縣), about 90 li lower down, water will be found. This, I am informed, was the old route from Yü-lin (鬱林), before Pakhoi was opened to trade, for merchandise destined for places reached by the West River, and it is now coming into operation against us. As to the trade route on the Pakhoi side of Yü-lin, the head of the navigation entering the bay of Pakhoi is at Ch'uan-pu (船埔), 30 li by road from Yü-lin, thence by boats, also of light draught, down the Lien-chiang, over rapids, to Lien-chou.

Here cargo is transhipped to vessels of the sea-going type and sent on to Pakhoi, where the handling of cargo is more difficult and expensive than at Wuchow. Between the two routes to Yü-lin there is not much to choose, save that from the West River to Pei-liu the navigation is stated to be less difficult than from the sea to Ch'uan-pu; but Wuchow offers greater facilities than Pakhoi, in that there are less transshipments, cargo is more easily handled, and freights are moderate—due to competition. There should not be much surprise, then, if the route *vid* Wuchow drew still more cargo from Pakhoi, with its transshipments, difficulty and expense in working cargo, and oft-repeated delays and damage to merchandise during the rough weather in winter." In Exports Mr. DEANE remarks that Hides seem to be preferring the West River route, but that Liquid Indigo and Fishery Products from districts within the present sphere of Pakhoi came forward in increased quantities. The raising of Sugar Cane in the vicinity of Pakhoi has, in a way, taken the place of the formerly flourishing Ground-nut cultivation; but it cannot be considered that the Sugar produced will materially add to the trade, as the land in this part of the peninsula is too poor to induce growers to cultivate the crop on a sufficiently large scale. Steam navigation was represented by 113,840 tons, principally French and German, the British flag being represented by one vessel only.

As might be expected, and from causes altogether extraneous, the trade of Pakhoi was much restricted during 1900. And it was not until the fourth quarter of the year that any improvement could be chronicled. But during the fourth quarter Mr. DEANE reports that "trade showed signs of revival, merchants became more hopeful and drew supplies with more confidence and assurance of improving markets than they had dared to calculate upon only a short time previously." In Exports there was no lack of produce in the interior; Sugar and Indigo crops were good, and prices in favour of buyers. Towards the end of September a decidedly forward movement was perceptible, and from November to the end of the year a thriving business was done in these two commodities. Leather was also exported in fair quantities, about which product Mr. DEANE remarks: "The Hides from which this material is made are of fairly good quality; but the manufactured article is poor, owing to a defective process of tanning, in which much of the gelatinous substance within the skins is lost, and what remains is imperfectly converted into the insoluble tannate of gelatine, which preserves the leather from putrefaction, renders it supple on being curried, and less easily acted upon by water. These essential qualities are wanting in Native-tanned leather." Mr. DEANE remarks also that "the Ground-nut crop was fuller than it has been for many seasons past. In previous Reports mention has been made of the constant failure of the crop from various causes; but not until lately did it occur to the farmers that the seed nuts were at fault, having deteriorated from too frequent cultivation in the same land and under the same climate. An experiment was made during the year of importing seed from a distant part of the country, resulting in the production of better crops and in the reappearance of Ground-nut Oil among the year's Exports. A good crop of Nuts during the coming year is looked forward to, with the hope that our almost extinct Oil industry will again occupy the important position it once held in this locality." Steam shipping was represented by 126,210 tons, the largest return since 1896, due to the fact that vessels of greater carrying capacity were employed. 73 per cent. of the total was under the French flag, Germany coming next, and the British and American flags only

nominally represented. Owing to competition, freights at times fell to ridiculously low rates, with profits all on the side of the shippers. Direct coolie emigration to the Straits, which had fallen into abeyance since 1891, was again reopened to supply the increasing demand for Chinese labour in those Settlements. The departures were: for Singapore, 2 steamers with 1,461 emigrants, and 1 for Belawan, in Sumatra, with 671 emigrants. In the interim between 1891 and 1900, indirectly *vid* Hongkong, many of the passengers leaving Pakhoi by the ordinary steamers eventually found their way abroad. During the year a fortnightly French mail service was inaugurated, the first steamer arriving here on the 7th June. Starting from Haiphong, the vessels call at Pakhoi, Hoihow, Kwangchowwan, and Hongkong, and *vice versa*.

The closing year of the decade (1901) witnessed a further shrinkage in the Import trade, the total value recorded—*Hk.Tls.* 2,093,586—being only slightly better than in 1900 and less than the total of all previous years in the period. The general stagnation must be attributed—well-worn theme—to the competition of more advantageously situated trade routes to Kwangsi and Yunnan. Piece Goods generally fell off, and the trade in Cotton Yarn shows little symptoms of serious revival—the 5 per cent. effective *ad valorem* Duty levy greatly affects this staple. The import of Kerosene Oil was a fairly average one, amounting to 1,212,420 gallons. Sumatra (754,990 gallons) takes the lead; Russian comes next, with 235,500 gallons; and American falls to 221,930 gallons, as against 546,890 gallons in 1900. The Sumatra Oil comes here in tins from the Hongkong tanks, and has of late been laid down somewhat cheaper than its rivals. Exports to Foreign countries have improved, the total value being *Hk.Tls.* 2,103,998, the best figures yet recorded. By the shrinkage of Imports and the increase of Exports the balance of trade is, for the first time, now in favour of the port. The amount (*Hk.Tls.* 10,000) is trifling, but may be held by some to be a step in the right direction in view of China's indebtedness abroad. The largest Export gains are in Liquid Indigo and Sugar; Aniseed Oil has also made a very welcome reappearance. In Native Imports, *i.e.*, coastwise arrivals, Betel-nuts from Kiungchow hold as usual the leading place. The Inward Transit trade shows signs of a slight improvement, but the proportion to the value of goods imported is still only some 15 per cent. Outward Transit Passes increased from 382 in 1900 to 701 in 1901; Liquid Indigo, Brown Sugar, and Leaf Tobacco are the leading articles. The tonnage employed—196,656 tons—is the largest yet on record. The French flag leads with 99,998 tons; Germany next, with 62,446 tons; and Britain a bad third, with 27,140 tons. The reappearance of the British flag is due to occasional visits of the vessels of the Douglas Steamship Company of Hongkong; but competition does not seem to have been pressed home, and practically the French and German lines have had the field to themselves. The Douglas steamers are possibly of too superior a class to survive against their smaller and less expensive rivals. Steam navigation inland started rather late in the year with a 50-ton launch under the French flag. She has made trips to An-p'u (安鋪), Lung-mén (龍門), and Tung-hsing (東興), and one can but wish good luck to the new venture. It is, however, unfortunately a fact that local conditions, and especially the exposed anchorage at Pakhoi, are not favourable to small steam craft. The ports of call, too, are difficult of access to any but launches of such light draught as to preclude their safe navigability in rough weather in the open sea. There was a further revival of direct coolie emigration abroad, and some 1,100 Natives left for Sumatra in three

German steamers. They were bound for the mines in the island of Banka, on the west coast. One German steamer, with 720 emigrants, cleared for Singapore. The weather during the year was marked by the prevalence of very high winds in both summer and winter, and shipping was much interfered with in consequence. The Revenue collected—*Hk.Tā* 156,940—is the lowest of any year during the decade, with the exception of 1900—the Boxer year.

(b.) CHANGES IN TRADE.—As will be gathered from the foregoing general review of the past decade, there have been no very striking variations in the local trade. The forecast is not promising; the two waterways—the Red River and the West River—fatally tap the springs of the well-being of trade at Pakhoi. As facilities develop along those routes, so will there be less and less inducement to shippers to use Pakhoi as a distributing centre. The question has been much discussed as to whether improved communications between Pakhoi and the West River would stave off the evil days which seem to threaten this port; and railway connexion between Pakhoi and Lien-chou (16 miles), thence to Chin-chou (about 65 miles), and on to Nanning (about 100 miles) has often been mooted. There have even been those who held that a good road for carts between Pakhoi and the nearest point on the West River—say the market town of Nan-hsiang (南鄉), some 80 miles—would do much to solve the problem of cheap land transit, especially if the road-making were to go hand in hand with the introduction of an improved type of cart.

Consul E. L. B. ALLEN, in his report on the trade of Pakhoi for 1895, amusingly and truthfully sums up the situation as follows: "This is the only region I am acquainted with in Southern China where wheeled vehicles other than wheel-barrows are in use. The wide dry plain seems indeed made for wheel traffic, and already one bicycle is a familiar object on its expanse. But the lumbering buffalo or bullock cart here in use is one which seems to class the inventive powers of the local Chinese mind with those of neolithic man; it is the embodiment in wood of the apparently irreducible rudiment of the wheel motion; it would excite the pitying contempt of the Peking carter. The huge narrow tyreless wheels of uncertainly circular shape are merely slow rnt-cutting machines. The Pakhoi plain, without any road-making at all, would be practicable for light waggons with broad wheels and strong springs. These, if drawn by mules or ponies instead of buffaloes and bullocks, would probably do in the day more than twice what the existing vehicles achieve, and there seems to be no reason why, with a certain amount of simple road-making, such a system of transport should not be successfully extended across the low watershed which separates us from the West River."

However, it must not be forgotten that many things go to make a trade route besides the actual roadway, and that, although no doubt, generally speaking, China would be all the better for good roads, in this particular instance it would not be wise to expect too much from improved communication, in view of the opposing factors fully described in another part of this Report.

Kwangsi products and those of all districts lying adjacent to the West River can hardly be said to require any other outlet to the sea than that provided by the river itself; and it therefore follows that Pakhoi trade must of necessity—as soon as the West River is cleared from those fiscal obstructions which have been described as worse hindrances to trade than rocks and rapids—be restricted to the very narrow field between it and the great waterway which has so long threatened its prosperity.

(c.) GROWTH OR DECREASE OF REVENUE.—The best Revenue year of the decade was 1892, when *Hk.Tā* 254,752 were collected. Since that time the downward tendency has been steady and progressive, although spasmodic attempts at revival have not altogether been absent. It is not the intention to encumber the pages of this Report with many figures, and it will therefore suffice to say that the average collection of Import Duties for the first half of the decade was *Hk.Tā* 111,906; of Export Duties, *Hk.Tā* 43,933; of Opium Duties and Likin, *Hk.Tā* 37,165; and of Transit Dues, *Hk.Tā* 1,043. While the averages for the second half of the decade yield: Import Duty, *Hk.Tā* 84,979; Export Duty, *Hk.Tā* 54,778; Opium Duties and Likin, *Hk.Tā* 13,304; and Transit Dues, *Hk.Tā* 7,756. These figures may be taken as sufficiently illustrative of the nature of the local trade. With regard to the goods which contribute most largely to the Revenue, among Imports must be mentioned Cotton and Woollen Goods, Cotton Yarn, Kerosene Oil, and Matches; whilst the most productive Exports are Aniseed Oil, Liquid Indigo, Fishery Products, Hides, Sugar, Animal Tallow, and Leaf Tobacco.

The Revenue follows closely the dealings in the leading commodities, and there seems little chance of many or important additions to their number. It was at one time hoped that Camphor and Wild Raw Silk might find an increasing outlet here, but the expectation has been realised only in part in the first instance and not at all in the second.

(d.) OPIUM TRADE.—The import of Foreign Crude Opium, chiefly Patna and Benares, has fallen from 699 piculs in 1892 to 113 piculs in 1901. In 1892 a chest of Patna (1.20 piculs) cost *Hk.Tā* 489; and a chest of Benares (1.20 piculs), *Hk.Tā* 484. In the closing year of the decade the ruling prices were: Patna, *Hk.Tā* 770; and Benares, *Hk.Tā* 753. In 1892 a picul of Yunnan Opium could be laid down here for about *Hk.Tā* 260, while the Kweichow drug cost *Hk.Tā* 230 per picul. At the present time (1901) Yunnan Opium sells at *Tā* 440 per picul; and Kweichow, at *Tā* 420 per picul. These figures amply account for the collapse of the trade here in Foreign Opium, and one can hardly imagine any combination of circumstances which could permanently set the traffic on its legs again. Spasmodic revival there may be, due to ephemeral causes; but while the Native drug remains plentiful and cheap there will be no place here for the Foreign variety, except, perhaps, in very small quantities for blending or for the use of special customers. It is no longer a question of taste with the mass of smokers, and it is extremely open to doubt whether the frequenters of the divans ever ask as to the provenance of the smokable mixture placed before them. The policy laid down years ago by an eminent Chinese statesman of fighting the Foreign drug by means of home cultivation of the poppy has been brilliantly vindicated, at what cost to the unhappy devotees of the pipe—whose number by a recent calculation is estimated at five out of each ten adult males—must be left to the future historian of Chinese morals in the twentieth century to determine.

With regard to the consumption of the Native drug, various estimates have from time to time been put forward. Those based on the proportion of Opium smokers to population and the known, or at least popularly accepted, reckoning of how much drug an average indulger can get through in a day seem to offer the best guarantees for reliability. One of the latest of these calculations—the work of Mr. MATERNA of this office—is expressed as follows: The population of the province of Kwangtung is given at 19,147,000 souls. The French Mission, perhaps the most competent authority, estimates it as high as 25,000,000. However, accepting

the population at 19,000,000, and deducting seven-tenths for women and children, we arrive at an adult male population of 5,700,000. The Natives here state that it is by no means an over-estimate to say that three out of every ten inhabitants of Kwangtung are smokers of Opium. Amongst the official class and with the more hard-working members of the community the proportion might be as high as five out of ten. Admitting 30 per cent. of the adult male population to be Opium smokers, we arrive at 1,710,000 consumers of the drug. The average consumption *per diem* of a moderate smoker is between 1 and 2 mace, while heavy smokers take as much as 7 or 8 mace, or even 1 tael, per day. Even if we allow only 1 mace per day for each smoker the daily consumption would reach 100 piculs, or 36,500 piculs per annum. Even if we put the population at 15,000,000 only, the amount of drug annually required would be 20,000 piculs, and as 1.60 piculs of Crude Opium are required to produce 1 picul of prepared drug, it follows that the amount of Crude Opium entering the province in one year cannot well be less than 30,000 piculs, and it may very well be much more. The Native Opium consumed in and around Pakhoi, that is to say, in the prefectures of Kao-chou (高州), Lei-chou (雷州), and Lien-chou (廉州), consists of Yunnan and Kweichow drug, and is calculated at between 4,000 and 5,000 piculs per annum, in the proportion of seven-tenths and three-tenths respectively. It must be borne in mind, however, that Opium arriving here is not in the same state of purity as when about to leave the producing province. It is commonly reported that *en route* about 30 per cent. of extraneous matter has been added. The crude drug unadulterated is said to contain 90 per cent. of pure Opium.

Reference has been made elsewhere in this Report to the question of Opium smuggling. Mr. Acting Commissioner HILLIER in his Opium Report for 1894 thus graphically describes the *modus operandi*: "It is asserted that the Opium carriers travel in bands numbering 10, 20, or 30 individuals, each using as his carrying-pole, or *tan-tiao* (擔挑), a spear of stout wood, tipped with a formidable steel head, having as often as not dangling from its other end an old horse-pistol, or even a more modern firearm. The weapons are ostensibly as a protection against brigands, but serve also the convenient purpose of intimidating the harrier officials, who find it wiser to let the owner pass on payment of a trifling fee than to attempt the exaction of the legitimate tax—fights having occurred at times in which the officials were worsted. These men disperse as soon as they cross the border and continue their journey in smaller parties of five or six, so as not to attract needless attention. They may frequently be seen coming to or leaving Pakhoi. Some prefer to take devious routes, increasing the journey by several days, but evading the barriers entirely."

The routes Native Opium travels are the ordinary trade routes from Yunnan and Kweichow—Po-sé (百色), Nanning (南寧), Pin-chou (賓州), and Lin-hsi (廉墟) being centres for the distribution of the supply for this province. It is smuggled by the same routes, avoiding the large towns. As before stated, Yunnan Opium, known locally as *Yün-pai-ch'a* (雲白茶), is principally smoked here, and the most appreciated quality comes from Kuang-nan-fu (廣南府).

Taxation of Native Opium.—The legalised taxation of Native Opium entering the province of Kwangtung—chiefly from Yunnan and Kweichow—is put down at about *Hk. Ta* 14 per picul, and it is said that each sort has already paid a somewhat similar sum in its own

province. These are Likin payments and cannot be said to be of an oppressive nature when the value of the commodity is considered. It is, indeed, a very generally expressed opinion that the trade could easily bear somewhat higher imposts. At the same time it must be borne in mind that these authorised levies in all probability do not represent the full measure of what Native drug has to pay when circulating from place of production to centres of consumption. Traders certainly seem to take extraordinary pains to avoid the taxing stations, and they would hardly do so if there were no more to pay in full than an average of *Hk. Ta* 30 per picul. On several occasions the taxes on Native Opium have been lowered with the express purpose of inducing merchants to legalise their transactions, but so far without making very much impression on the clandestine trade.

(c) THE STATE OF THE MONEY MARKET.—In the opening year of the decade (1892) the average rate of exchange of the Haikwan tael into sterling money was *4s. 4½d.*, declining during the following year to *3s. 11½d.*; but in February 1894 came the sudden collapse in exchange, and on the 3rd March the Mexican dollar was quoted at *1s. 11½d.* The effect was to paralyse the market for goods from gold-currency countries, and only a mere hand-to-mouth trade was done at Pakhoi until matters could adjust themselves to the new conditions, the uncertainty as much as the lowness of exchange keeping operators out of the market. In 1895 the Haikwan tael exchange recovered to *3s. 3½d.*, to sink again in 1897 and 1898 to below *3s.* The average rate of exchange in the closing year (1901) was *2s. 11½d.*

As mentioned elsewhere in this Report, there has been at various times a scarcity of copper cash, but it has not been severely felt. It may be said that dollars are always scarce here, and it would be no doubt difficult without previous notice to get, say, 5,000 dollars in coin at any moment; but as trade arrangements do not call for ready-money purchases we may conclude that the paucity is in accordance with the laws of supply and demand.

(f) VALUES OF IMPORTS AND EXPORTS COMPARED.—A copy of Comparative Table No. 3—Value of Trade,—from the annual Returns, is given below; it gives all details and confirms the general impression of the non-expansibility of trade at Pakhoi:—

YEAR.	IMPORTS FROM		EXPORTS TO		TOTAL IMPORTS AND EXPORTS.	RE-EXPORTS.	TREASURY AND COPPER CASH.		TRANSIT TRADE.	
	Foreign Countries.	Native Ports.	Foreign Countries.	Native Ports.			Imported.	Exported.	Inwards.	Outwards.
	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>
1892.....	3,380,639	13,687	1,098,780	586	4,493,692	42	35,816	428,907	44,991	...
1893.....	3,386,491	12,585	874,556	2,075	4,275,707	38	27,596	672,859	44,119	...
1894.....	2,983,903	20,290	1,112,621	1,833	4,118,647	...	24,997	606,179	36,622	...
1895.....	2,791,903	11,220	1,009,614	377	3,813,114	51	36,334	523,226	39,281	...
1896.....	3,145,492	22,843	1,515,381	1,422	4,685,138	...	19,661	567,551	43,725	...
1897.....	2,656,724	40,461	1,501,836	10,914	4,209,935	...	51,825	430,838	92,107	5,715
1898.....	2,368,320	10,787	1,780,641	6,311	4,166,059	...	124,142	563,399	311,357	54,404
1899.....	2,443,364	35,552	1,659,000	3,952	4,141,868	...	73,561	529,647	416,311	199,893
1900.....	2,042,920	37,512	1,793,903	2,131	3,876,466	...	68,134	524,514	288,280	121,103
1901.....	2,093,586	22,706	2,103,998	1,607	4,221,897	...	55,812	314,580	317,320	252,469

(g.) The population of the Lien-chou (廉州) prefecture, in which Pakhoi is placed, consists of four distinct types—Hakkas; Eastern people, *i.e.*, Swatow men; Li people, from Hainan; and the boat people. The Hakkas and Cantonese do most of the commercial business, while the Swatow men are chiefly agriculturists. The Lis live by agriculture and weaving, and the floating population devotes itself to fishing, working cargo-boats, and carrying passengers along the coast and rivers. All ferries are also worked by the boat people. The inhabitants of Lien-chou, judged by Chinese standards, are not held to rank very high in moral attributes. Foreign observers seem to confirm this view, and the following passage occurs in a report by one of H.B.M. Consuls at this port: "Before any considerable expansion of trade can take place in such a region, *i.e.*, the immediate *hinterland* of Pakhoi, without the stimulus of links with larger markets, its civilisation must considerably increase, and greater security be obtained for life and property. Such as is Chinese civilisation, Pakhoi is of its outskirts only, and shows a lower level than I have seen anywhere else in this country. Piracy is in the blood of the race. A glance through the year's diary shows a monotonous record of petty coast raids, hoverings of pirate junks (which still terrorise the neighbouring coast line), and robberies of every degree of dignity from the sacking of the larger pawnshops to the plundering of a returned emigrant from the Straits or Sumatra. It would be invidious to say thus much of the Pakhoi neighbourhood without adding that most of the adjacent ones are worse. The four lower prefectures (下四府), viz., those of Lien-chou (廉州), Kao-chou (高州), Lei-chou (雷州), and the island of Hainan, are proverbial in this province for their lawlessness and turbulence. I do not know with what justice this applies to Hainan, but on the 'marches' of the Kao-chou and Lien-chou prefectures small so-called rebellions would seem to be endemic. They are generally ascribed by the Chinese here to the presence of large numbers of the Triad Society, which is probably true in the main; but I believe that the said society in this region is purely an association of dacoits, living by blackmail enforced by occasional outrages, and devoid of any political aims." Without going quite so far as Consul ALLEN in his estimate above quoted of the lack of civilisation amongst the aborigines of Pakhoi, it must be confessed that there is a good deal of the corsair in the ordinary citizen of Pakhoi. The habits of the lower classes are distinctly predatory, and domestic servants have a fondness for Western strong waters, which is most disturbing to the peace of mind of the Foreign householder. But of late years, and especially quite lately, be it from what cause it may—policy, fear, or the dawning of a better mutual understanding,—an improved tone is perceptible; and, as far as Foreigners are concerned, there is little to complain of in the demeanour of the people generally.

A word may here be said on that subject of perennial interest—the "eternal feminine." A former British Consul (Trade Report, 1897), in commenting on the large import of mirrors in frames, made the somewhat unkind remark that "the number was really surprising when one considers the distressing homeliness of Native femininity." Now, without holding a brief for the somewhat indeterminate features of the local belle, it must be conceded at once in her favour that had the import been cheval-glasses the reflected image would have revealed a form and a womanly development rarely attained to in Western lands. The Pakhoi woman—like her sisters elsewhere in China—is no beauty on Western lines, but she is admirably calculated to bear and rear the sturdy sons who are at once her pride and her delight. All honour to her

in her hard life of honest toil! But, of course, there is a reverse to the picture, and it is on record that when SU TUNG-P'Ö (蘇東坡), the celebrated statesman-poet, held sway as Prefect of Lien-chou during the Sung dynasty (A.D. 1066) he found the manners and customs of the local dames not exactly in accordance with the Five Constant Virtues. He therefore set to work forthwith to introduce sumptuary laws, and, *inter alia*, designed a "hide-the-shame hat" for ladies. This head-dress, which is universally worn at the present time—and is, as far as I know, unique in China,—consists of a disc of woven grass about 1 foot in diameter, with a small circle cut out of the centre into which the top of the head fits. A fringe of blue cloth about 6 or 8 inches deep is sewn round the edge of the crown, and completely shields—if she so wills it—the face and neck of the wearer from the gaze of the passer-by. Needless to say that a toss of the head *en passant* allows ample observation from the inside, and the veil, though thick, is translucent. Coming down to more modern times the truthful chronicler is fain to confess that, despite the efforts of the worthy SU, Pakhoi has for many years enjoyed the somewhat unenviable notoriety of being a centre of a trade in human flesh. It appears that the Pakhoi—or, rather, Lien-chou and Lei-chou—female is much sought after in the hagnios of Canton, and that a continual demand is being made to supply the needs of the "social evil" in that city. The local authorities have long been aware of the existence of this traffic, and one of its worst features, kidnapping, has of late years been much decreased by the stringency of the measures adopted. As far as the port of Pakhoi is concerned the rules for female emigration introduced in 1889 work fairly well, and it is part of the duty of the Foreign Affairs Deputy to exact a guarantee of absolute *bond fides* in the case of every female leaving the port in a Foreign vessel. The Customs co-operate in so far as to prevent any female without a Permit from leaving the port in a Foreign vessel, and a record is kept of the number of females for whom Permits have been granted. But, of course, there are many other ways of leaving this port besides the one guarded avenue, and probably the evil practice will continue as long as a girl can be bought here for \$20 and sold for four times that sum in Canton.

The population of Pakhoi is put down at 20,000, and I am told that quite a number of local Chinese have Annamite wives. In former days raids *à la* Sabine were frequently undertaken by Chinese pirates on the shores of Annam, but since the French occupation the matter has been sternly dealt with, and many people from both sides of the border have been restored to their homes by the light of information supplied to the Government by the Catholic Fathers. The principal occupation of the Pakhoi native is afloat, and he lives by the fishing industry. Fishery products bulk largely in our Returns, but a still greater proportion of each year's take goes inland—Ch'in-chou being the largest consumer. The fishing fleet numbers some 500 sail, large and small.

The average number of Foreigners living at Pakhoi during the decade may be taken at about 50, excluding Annamites; and the nationalities represented were British, French, German, and Portuguese. There are four Foreign hongks, *i.e.*, one German, one French, one British, and one Portuguese; but only the first and last have national representatives, the others being conducted by Chinese agents.

(h.) The general lack of energy and expansion in commerce is reflected in the municipal life of the port. The town is still very dirty, and consequently—when other conditions are

favourable—it is as liable as ever to outbreaks of epidemics. But this state of affairs is susceptible of amelioration, and in this connexion the following remarks of Dr. DEANE (Medical Report, October 1899-March 1900) are of more than passing interest: "The most cleanly towns in China are those which, by circumstances seldom attainable, have a natural water supply running along the side channels of the streets from year's end to year's end. Pakhoi lends itself admirably to such a condition, were the natural supply of water forthcoming. The town is situated close down to the sea, and consists of three or four streets running parallel to the shore, with a few cross connecting streets, and is built on an incline of about 1 in 20, falling towards the sea, with a slight trend from east to west, so that water admitted at the eastern end of the streets would flow westward and also from south to north into the sea. Now, if the people could be induced to engage the services of a hydraulic engineer to supply a continuous flow of water along the streets, and a staff of scavengers to keep the ways clean, then we might hear less about the spread of plague from Pakhoi."

The most "go-ahead" members of our community are the Cantonese merchants, and it is mainly to their initiative that the little as yet accomplished in sanitary reform and improved house building has been possible. Later on, perhaps, the hulk of traders here will recognise the commercial disadvantage of ever-threatening and sometimes present epidemics, and will stir themselves to put their house in order before it is too late. But in such matters the Chinese mind works slowly, and with the "awful example" of the neighbouring colony of Hongkong before them the Chinese may perhaps be excused for not placing a quite unquestioning faith in the efficacy of Foreign sanitation. But, looking back on what the town was in its early days as a Treaty port, there is no doubt that some substantial improvement has taken place. At that time the houses were mostly of the bamboo and tiles order, and the two streets of which the town consisted were unpaved and often, in bad weather, impassable. There are now five streets paved after a fashion, and the shops on the two principal streets are substantially built of brick in the style of Canton. The commercial community consists of about 40 shops kept by Cantonese—mostly branches of Canton firms dealing in Foreign goods,—eight Kao-chou (高州) shops, three Swatow shops, and one Kiungchow shop. There are, besides, the leather dealers from Yang-chiang (陽江) and about 100 Kwangsi dealers in salt fish. The native Pakhoi traders have numerous shops and deal in sugar, ground-nut oil, samshu, rice paper, and prepared opium. There are also numerous street hawkers, the majority of whom are Kao-chou men.

(i.) and (j.)

(k.) Without going further afield than the immediate districts which draw supplies through this port, it is, unfortunately, possible to record a good many unhappy occurrences, such as strange accidents, epidemics, typhoons, inundations, droughts, and insurrections, during the decade under review. While 1892, the opening year, exhibited a marked freedom from all such events, the following year's prosperity was much marred by an abnormal rainfall. Between the 13th and 16th May 1893 15 inches of rain fell in and around Lien-chou, resulting in widespread floods, which are said to have caused the deaths of no less than 500 people. The rice crops in the flooded districts were destroyed, and had not prompt help been afforded by the Viceroy at Canton, who caused large quantities of Rice and money to be sent, and thus tided the district

over the worst crisis, the mortality must have been much higher. Local aid was also forthcoming, and in November of the same year the Lien-chou Prefect presented the Tai Ho I Chu (太和醫局), a local charitable institution, with a complimentary tablet in recognition of the relief afforded by it to the starving peasantry of the district in the earlier part of the year. On the 29th August a violent gale occurred, in which some junks were blown ashore at Pakhoi and many more wrecked along the coast.

The year 1894 was marked by drought and plague—the latter a not infrequent concomitant of the former. Plague was also prevalent at Hongkong and Canton. In July there were disastrous floods in the An-p'u (安浦) district, which ruined the crops and reduced the population to starvation. Children were sold for a few thousand cash a piece, and robbery and murder were of daily occurrence. Relief in the shape of rice was sent from Canton and other places. A band of mounted and armed robbers perpetrated several outrages in the Sui-ch'i district of Lei-chou (雷州府遂溪縣) during the summer of 1894; nine of them were eventually captured and beheaded. Two bands of Kwangsi famine refugees passed through Pakhoi, begging their way to more fortunate districts, during July and August. They carried *huchao* issued by the Kwangsi authorities as an appeal to the charitable. During the month of September the murder of Monsieur CHAILLET, Comptroller of French Customs at Moncay, and the abduction of his wife and daughter by the perpetrators of the deed caused some excitement here, as it was believed that the gang had escaped into Chinese territory across the border at Tung-hsing (東興).

In March 1895 a rising of some importance took place in the Kao-chou prefecture (高州). A band of rebels, variously estimated at from several hundreds to several thousands, headed by a noted malefactor, nicknamed *Lai-cha-wei* (賴渣尾)—referring to the skin disease from which he suffered,—sacked the market town of Chung-tang-hsi (中塘墟) with many circumstances of atrocity, and soon after took possession of the town Mei-lu-hsi (梅素墟). *Lai-cha-wei* then proclaimed himself emperor. Troops were despatched against him, many of his followers were killed, and he himself was eventually captured and executed. In the same month a serious outbreak of measles occurred amongst the Natives of Pakhoi, but the Foreign residents escaped infection. Between the 11th and 13th June typhoon weather prevailed; 12 Pakhoi junks and about 40 men were lost in the Gulf off the coast of Annam. In the month of July there was an abnormal rainfall—12.27 inches in 72 hours. Plague and cholera were both present in the town and vicinity.

In 1896 famine in Kwangsi had an effect on trade; but, happily, towards August the worst of it was over. In April a determined attack by 200 pirates was made on the island of Wei-chou, but they were repulsed by the prompt action of the Lien-chou authorities, who received telegraphic news of the raid from a French priest residing on the island. Banditti were numerous in the Ho-p'u (合浦) district, and excited much local alarm. They were, however, eventually dispersed by the Government troops. In May, as sickness was much on the increase, it was decided to purge the town from evil spirits by a parade of the local gods. A gorgeous procession perambulated the town on the 14th of the month. By a curious coincidence and as a matter of fact, plague began to disappear soon after that date. In December a serious fire

took place on Wai-sha (外沙), the sandspit immediately opposite the town of Pakhoi, and 100 houses were destroyed.

An accident which might have had the gravest results happened on the 18th July 1897. The house of one of the principal merchants, situated in the busiest part of the town, was struck by lightning. The current passed into the basement, where 500 cases of kerosene oil were stored, and set fire to the oil with which the ground was saturated. Prompt applications of wet sand and gunny bags saved the bulk of the oil from igniting and the town from a serious conflagration. Plague was very prevalent during June, but died out a few months later.

In May 1898 the Triad Society gave much trouble in the vicinity of Ling-shan (靈山)—always a disturbed neighbourhood. Several piratical attacks were made on the island of Wei-chon during the year, but were repulsed by the determined attitude of the population, under the leadership of the resident French priests. In consequence of the numerous acts of brigandage in the neighbourhood, the gentry of Yü-lin-chou (鬱林州) formed a Defence Association, and, with the formal consent of the Governor General, obtained, partly from him and partly by purchase in Hongkong, a supply of arms for their protection. The Association imported 2,270 rifles, 700 muskets and gingals, 75,000 cartridges, and 550,000 percussion caps. It would be interesting to trace out the ultimate ownership of these arms. In March and April bubonic plague was rife in the town, and especially bad at the village of Tikok (埤角), about 2 miles to the westward. The inhabitants migrated *en bloc* and camped on the plain until July, when they returned to their houses and the epidemic died out. In November of the same year an outbreak of diarrhoea caused a high mortality amongst cattle in this neighbourhood.

On the night of the 10th September 1899 a German subject named PUHLMANN was attacked by pirates while asleep in a Native boat anchored off the port of Lung-mên (龍門), at the entrance to the city of Ch'in-chou (欽州). Mr. PUHLMANN was not seriously hurt, but his assailants were subsequently caught and executed.

In March 1900 a serious conflict took place at the Shih-t'ou-pn (石頭埔) mine between pirates and the Government guard there. The pirates, who had attempted to loot the boats bringing in stores for the mine, were defeated. There was small-pox at Pakhoi and plague at Lien-chou during the month of May. On the 2nd September the British cruiser *Mohawk* arrived for the purpose of taking away any of the Foreign residents wishing to leave the port (in consequence of the Boxer troubles up North), but as no response was made to the circular to that effect, which the British Consul addressed to all Foreigners, irrespective of nationality, the war vessel left for Hongkong the next day. Meanwhile, the Tonkin Customs revenue cruiser *Hanoi*, an armed steam-launch of about 40 tons, remained at Pakhoi for the general protection. In September also attempts were made to disturb the peace by the promulgation of false edicts against Foreigners, but they were promptly quashed by vigorous local action.

In March 1901 there was a good deal of small-pox amongst the Natives, but Foreigners were not attacked. There was also plague in the town and at Lien-chou up to June, but never of a very serious nature. On the 24th May a missionary disturbance took place at Lien-chou in connexion with some property there recently acquired by the Kieler (German) Mission. There was some excitement for a few days, but eventually the matter was settled and compensation

agreed upon at a conference at Pakhoi between the Lien-chou Prefect and the Commander of H.I.G.M. *Jaguar*. With this exception, the district has been free from any serious form of missionary trouble during the year. Towards the end of July and during the first week in August the decennial *Sai Hui* (賽會) was held here. Owing to various circumstances the festivities were devoid of some former features, but the grand procession of the local gods round the town took place as usual. Perfect order and good humour prevailed throughout among the populace. During the late summer and autumn reports from the immediate *hinterland* pointed to a rather serious state of affairs there. Large and small bands of robbers were infesting the high roads between Pakhoi and Lien-chou, Ch'in-chou, and Nanning, and in the Yü-lin district. Trade has suffered in consequence, but it is hoped that the active measures now in operation may be sufficient to cope with the evil and restore throughout respect for law and order.

(l.) There is little of interest at this port to attract the attention of distinguished travellers, and we are no doubt indebted to the fact of being on the high road to the French possessions in Indo-China for the few and far-between visits of men of note which have actually taken place. On the 10th February 1900 the port was visited for one day by His Excellency the Governor General of Indo-China, *en route* for Haiphong, and on the 26th His Excellency Monsieur PICHON, French Minister at Peking, arrived, leaving the same day for Hanoi. On the 7th January 1901 the French cruiser *Kersaint* visited the port, with His Excellency the Governor General of Indo-China and other colonial officials on board, and left the next day.

(m.) to (o.)

(p.) The principal local and *hinterland* products which find an outlet at Pakhoi are: star aniseed and aniseed oil, camphor, fishery products, duck and fowl feathers, ground-nut cake, cow and buffalo hides, horns, liquid indigo, leather, lung-ngan pulp, medicines, pigs, sesamum seed, sugar, animal tallow, and leaf tobacco. Fishing is the chief local industry. Transport of cargo is made by both land and water—in the former case by bullock carts and on the backs of porters, and in the latter, in boats of all shapes and sizes from a sea-going junk to a small sampan.

Pakhoi is chiefly concerned with the prefectural city of Lien-chou, about 16 miles off, to which there is access by both sea and land. Ch'in-chou (欽州), another important centre, about 60 miles off, whose seaport—Lung-mên (龍門)—is the nearest sea outlet for Nanning and Kwangsi products, can be reached by either land or water—preferably by the latter route. The harbour of Lung-mên is said to have been surveyed by the French and to be of sufficient depth to accommodate Foreign steamers of light draught. The commercial quarter of the city of Ch'in-chou (60,000 inhabitants) lies along the right bank of the river, about 30 miles from Lung-mên by water and 24 miles overland. Junks of 1,000 to 1,500 piculs burden can discharge in the stream, which is at this point about 60 yards wide. All goods (Imports) destined for Nanning and beyond are packed at Ch'in-chou for further transport on the backs of porters. The distance to Nanning is about 100 miles from Ch'in-chou, and the journey generally takes about six to eight days.

Another important commercial centre for Pakhoi trade is Yü-lin, in Kwangsi, about 155 miles distant, the route to which has been discussed elsewhere in this Report. Pakhoi goods

destined for Kao-chou, in the Lei-chou peninsula, and local products destined for shipment here find an inlet and outlet at the port of An-p'u (安鋪). From the foregoing it will be seen that our *hinterland* can be reached by both land and water—a state of affairs highly conducive to cheap transport throughout.

(g.) NATIVE SHIPPING.—The enperseession of junks by steamers noticed in the last Decennial Report has continued during the present decade, and, with certain exceptions, the junk trade of to-day is merely a cargo-boat transport between Pakhoi and the unopened ports and places in our vicinity which supply our Exports and consume our Imports. There remain, however, a few junks of the old sea-going type—*tou-meng* (頭猛)—which still voyage here periodically to and from Kongmoon (江門), the West River stage; and there is also a varying amount of junk traffic between places on the Gulf of Tonkin and this port, distinct from the cargo-boat transport above referred to. Singapore junks, trading with Hoihow (Hainan), call here occasionally when it suits them to do so; but the bulk of the Native shipping seen here belongs to the fishing industry, which is represented by a fleet of at least 500 vessels, large and small, employing a very large number of persons.

(r.) The banking facilities at this port are very much the same as they have always been, that is to say, there are no commercial banks here and none are necessary, as the trade is for the most part an agency one and is financed from the great centres of Canton and Fatsan.

(s.) There are two Native postal hongts at present functioning at Pakhoi, styled respectively Sên Ch'ang Ch'eng (森昌成) and Pao Tai Ho (保太和). The first named is owned by a native of Pakhoi, and was established soon after the opening of the port to Foreign trade, in 1877; the latter dates from the commencement of the Imperial Post here, in 1897. Both concerns are at present serious competitors to the I.P.O. Their shops are in the centre of the Chinese town and the rates charged are those of the Government institution, with the exception of letters to Hoihow, which pay only 15 cash per cover. Both these hongts are registered at the Imperial Post Office and are to a certain extent under its control, and there is little doubt that as Imperial postal facilities spread through the country there will be less and less room for inferiorly equipped competition.

The Imperial Post Office opened here in February 1897, and in March 1900 three box offices were established in the Native town. This was followed in June, August, and October of the same year by the inauguration of Imperial Post Offices in the important inland city of Nanning and the two Gulf coast marts of Ch'in-chou (欽州) and Lien-chou (廉州). All these offices show progressive figures. The Pakhoi head office maintains daily communication with Lien-chou, distant 16 miles, and four times a week with Ch'in-chou and three times a week with Nanning, distant respectively 295 li (two and a half days courier run) and 645 li (six days courier run). To Lien-chou the mails take as a rule five hours. It is the policy of the Imperial Post Office to adapt the arrangements of inland offices to Native tastes and customs, and such offices are veritably Chinese in all save their regular and efficient working and control.

(t.) A change in the manner of recording Native Imports in the annual Returns was made here in 1893. Goods of undoubted Chinese origin imported from Hongkong had hitherto

been treated statistically as Native Imports, but fiscally as Foreign. They are now represented as Foreign Imports, which are therefore proportionately augmented.

Emigration abroad has been somewhat in abeyance during the decade, but has lately shown signs of revival, and the post of Yang-wu Wei-yuan, or Foreign Business Deputy, has been re-established here. The general regulations are those known as the "Swatow Rules," but for the control of the women and children special regulations are in force. By these the Wei-yuan is bound to satisfy himself that the transaction is *bond fide* and has no suspicion of the "trade in human flesh" about it before issuing the document on receipt of which the Customs issue a Permit to proceed on board. While it cannot be claimed that the effect of this legislation has been to stop the traffic in young girls for the Canton market, it has at least, it may be hoped, had a deterrent effect.

On the 11th November 1901 (KUANG HSÜ, 27th year, 10th moon, 1st day), by virtue of an arrangement forming part of the indemnity stipulations of the Peace Protocol, the management of the Native Customs here was transferred to this office. On the same day the collection of an effective 5 per cent. *ad valorem* Duty commenced on Imports and on all goods hitherto Duty free (Tariff Rule II), with the exception of rice and other cereals, flour, gold and silver bullion, and coin. These changes are of too recent a date to warrant any remarks as to their present effect or future prospects.

(u.) There is little to chronicle in the way of special developments in either military, naval, industrial, financial, or administrative matters in this neighbourhood during the past decade. Coast defence is very much in the same state as it was in 1884, when a good deal was done towards the introduction of Foreign ways and methods. In 1894 a new fort was constructed at Cape Paklung (白龍), near the French frontier line.

Police duties afloat are under the control of the Lung-mên Hsieh-t'ai, who has a small squadron of sailing gun-boats under his orders; and of late one of the steam gun-boats of the Canton fleet has been detached for duty in the Gulf. It cannot be said that piracy has disappeared, but no doubt the precautions taken keep it in check. The inhabitants of the whole coast line between here and Hongkong have for years borne an evil reputation, and there can be no doubt that when times are hard the simple fisher is as often as not a potential pirate, a state of things which adds enormously to the difficulties of successful repression. In the early seventies the famous General FANG YAO was not much concerned with minor details of differentiation, as he held the opinion that those who harbour or tolerate robbers in their villages must take the risk of sharing a malefactor's lot; and on this principle he slew and burnt night and day until the whole Swatow district—the arena of his activities—was completely pacified. It seems likely that some such drastic action will be eventually needed here in the interests of law and order and for the protection of trade. Military affairs are in the hands of the Chên-t'ai (anglicè, General), whose head-quarters are at the prefectural city of Lien-chou. The local forces are not large, but they are well armed and can easily be reinforced from Canton if necessary. The local gentry here, as elsewhere in the province, are in the habit of organising a village militia to support the Government troops in the task of keeping order and suppressing robbers. In administrative matters there have been no changes.

Industrial developments on Foreign lines are represented here by the coal mine at Shih-t'ou-pn, which has been described elsewhere in this Report, and a steam saw-mill at Kotack (高德), a village about 2 miles to the eastward of Pakhoi, and the timber depôt of the port. The concern is run by a Chinese company, known as the I Ho Kung-sü (怡和公司), and the plant, imported from Glasgow, is that known as the vertical, or pit-saw, type, with automatic feed, cutting up to 12 planks at a time, according to thickness. It is actuated by an "undertype" engine and boiler of about 7 horse-power. The mill runs daily for 12 hours and employs about 20 hands. The principal output is soft-wood staves for cement casks, sent mostly to Macao in Native vessels. Felloes for jinricksha wheels are also cut there, as is the sheathing for the hodies of those vehicles. The raw material is mostly China pine (松木), but a good deal of camphor-wood is also cut into knees for junk-building. The company is said to have paid well, but of late, owing, it is hinted, to defective management, its operations have been much restricted.

In Native industries, as might be expected from our geographical position, shipbuilding holds a high place. Junks, cargo-boats, sampans, etc., are constantly being built on and launched from the beach between Tikok (地角), to the west, and Kotack (高德), on the east, of Pakhoi. Boat-building has a special interest for the Foreign observer from the fact that here may be seen the prototype of the modern racing yacht, with her spoon-shaped hull and hollowed stern. This type has been in use in these waters since time immemorial, and the only modern improvement to be discerned—and this is distinctly a Western innovation—is the growing use of centre instead of the old lee boards. The Pakhoi junk is a fast sailer as well as an excellent sea boat.

The Ch'in-chou Potteries.—Unlike similar industries in other parts of China, these potteries are of no great antiquity (about 1840), and it is only of late years, in fact since a collection of Ch'in-chou ware formed part of the Pakhoi Customs collection sent to the Paris Exposition, that their products have been brought into notice. The kilns are situated in a village about 5 li from the town, and the beds of yellow clay used—called in Chinese 黃土—are found at Shuang-chiao-ling (雙角嶺) and Mo-tao-shui (磨刀水), two places about 7 or 8 li off. The industry is in the hands of only a few families, whose representatives have pottery shops at Ch'in-chou. The articles manufactured comprise vases, incense pots, howls, teapots, wine cups, plates, etc., but any domestic article can be made to order by supplying a pattern. The ware is generally in two shades (light and dark) of terra-cotta, and is ornamented with appropriate figures and characters in the Chinese style. The clay is susceptible of a very fine glaze, and the finished product is always tasteful and elegant. The ware is, unfortunately, very fragile, and is almost as difficult to transport as the famous clay figures of Peking. Prices are very much a question of bargaining, but a very pretty teapot can be got for 80 cents, while vases range, according to size, from \$1 to \$10 per pair. Articles to be baked are hermetically sealed up in large earthenware vessels, which are then placed in the kiln. The potter judges by the appearance of the enclosing vessel as to whether all is going right with the bake inside. If the outside vessel turns red-hot, all is well; but should it turn black, the chances are that the articles inside will be spoilt. Great care is therefore necessary in regulating the amount of heat applied. The glazed surface is produced by rubbing with wax and polishing with pumice-stone and wood after baking.

(v.) Mission work at Pakhoi and in the neighbourhood is represented by three sections of Foreign Christians, viz., the Missions Étrangères de Paris, the Church Missionary Society (English), and the Kieler Mission (German Lutheran). The members of the Missions Étrangères de Paris are distributed in these regions as follows: in the district of Lien-chou (廉州), one French father at Pakhoi, three on the island of Wei-chou (圍洲), and one Native priest at Ling-shan (靈山); in the district of Ch'in-chou (欽州), two French fathers; in Kao-chou (高州), five; and in Lei-chou (雷州), two. The number of converts in these districts is estimated at between 8,000 and 9,000. Within the scope of the work are included preaching in churches and villages by the catechumens, doctrinal teaching in schools by Native preceptors (who also impart a certain amount of knowledge of Chinese literature), and the conduct of orphanages—especially for Native children abandoned by their parents.

The progress of Catholicism in these regions is slow, but the missionaries aim more at quality than quantity in their converts, and those who show signs of having embraced the Faith for the sake of material gain only are carefully eliminated. Under these conditions it has been found that accepted converts have generally proved staunch and faithful. But the great feature of Catholic missionary effort in this part of the province is undoubtedly the remarkable success of the work on the island of Wei-chou, situated off the west coast of the Lei-chou peninsula, and about 60 miles by sea from this port. The island itself is about 70 li in circumference, and is of volcanic origin; in fact, there seems to be little doubt that the anchorage for sea-going junks—12 feet draught—is the basin of an ancient crater. Although much exposed to vicissitudes of climate, the island is fairly fertile and produces sufficient cereals and vegetables to maintain its 6,000 or 7,000 inhabitants in moderate, if somewhat precarious, comfort. There is, of course, good fish in abundance. The Chinese administration of the island consists of a small military and a small civil official, the former disposing of some 20 soldiers. With the exception of some piratical attacks, profound peace has reigned on the island for years, and in this it offers a most happy contrast to the neighbouring districts on the mainland. The fishing season takes place in the 9th, 10th, 11th, and 12th moons of each year, during which time there is often a fleet of some 1,000 sail off the island. The principal take is cuttle-fish, which is promptly salted and distributed throughout the province, and even sent into Kwangsi.

The origin of the present settlers is interesting. Previous to 1863 the island was simply the resort of pirates, and, as such, all immigration from the mainland was strictly forbidden under pain of death. But during the dark days of the Taiping Rebellion a band of 400 desperate refugees resolved to make good their escape to the island or perish in the attempt. After various vicissitudes they were allowed to remain, and their settlement was eventually recognised by the provincial government. From this root, and under the fostering care of the French fathers, a self-respecting and hard-working population has sprung up; and in spite of numerous attempts—especially marked during the last few years—to again reconquer the island as a head-quarters for Triads and pirates, the enemies of order both within and without have been successfully kept in check. Some years ago the French Government supplied the resident priests with a few hundred stand of arms of precision, while the French naval ships keep up the supply of ammunition when visiting the island. With this help the inhabitants of each hamlet have been

trained to arms and organised, so that the first sound of the tocsin produces a mobilisation *en masse*, which hitherto has been sufficient to protect the integrity of its shores.

I am indebted to Père GÉRARDIN—the valiant French priest who is devoting his life to the good of the Wei-chou people—for the above remarks on this most interesting and unique corner of a vast Empire.

The Kieler China Mission was founded here in 1900 by Pastor WITT. The society has its home in Kiel, and is in communion with the Evangelical National Church of Germany. The Foreign members of the mission now number eight, including four ladies. The mission buildings at Pakhoi consist of residences, a preaching hall, and a school, all within the same compound, and occupying a very well-chosen site on the Lien-chou road, facing the beach on the eastern outskirts of the town. Almost from the first, Pastor WITT and his co-workers aimed at further expansion in the interior, and sub-stations have been established at various places in the vicinity. In some localities it is claimed that the people hear them gladly, buy their books, and ask for more instruction in Western knowledge. At other spots where the reception has not been so cordial, it is explained that adverse influences have been at work. To the outside observer the salient fact remains that already—although the mission is barely a year old—it has been deemed necessary on two occasions to invoke the aid of the secular arm, presumably on the assumption that gun-boat intervention is “a short way with the heathen.”

The Church Missionary Society, whose chief work here is medical, has kept on and increased its usefulness during the decade. The hospital has been enlarged, and has now room for 200 patients. Its repute is great throughout the whole countryside, and patients flock in thousands to its ever-opened doors. Dr. HORDER—the devoted medical missionary who has laboured, often single-handed, for 17 years in the beneficent institution he has created—tells me that during 1901 the number of patients treated exceeds by 10,000 that of the previous year. The total number of patients treated at the hospital during the 10 years is 165,000. Truly a grand record. Side by side with the medical work, and often as the direct outcome of it, the evangelisation of those willing to hear goes on; while the ladies of the mission have their hands full in their special sphere. A prominent feature of Dr. HORDER's work is the leper hospital, where the poor sufferers from this dread disease are afforded a chance of living a life of usefulness and ending their days in peace, with at least the feeling that He hath cared for them.

(w.) Of the three Viceroys who have held sway at Canton during the decade, LI HAN-CHANG (李瀚章), TAN CHUNG-LIN (譚鍾麟), and LI HUNG-CHANG, the last named is incomparably the most outstanding. All three have passed away, but the name of LI HUNG-CHANG will remain in history. Called to office at Canton in January 1900, after a protracted and arduous career in the service of his country, it was not long before the salutary influence which he invariably exercised over the minds of his subordinates began to be felt throughout the whole Canton jurisdiction. Piracy afloat and robbery ashore began perceptibly to diminish, confidence revived, and many schemes for local improvements laid aside or abandoned in former years were once more brought forward. In fact, prospects at Canton were never brighter than when the outbreak of “Boxerdom” (May 1900) in the North put an end for the time being to what might have proved the dawn of a new era of provincial prosperity. As a consequence of the northern troubles Viceroy

LI was retransferred to Tientsin, and finally left Canton on the 17th July 1900. He was soon after appointed an Imperial Peace Commissioner, and died at his post on the 7th November 1901. It was at first feared at Canton that the departure of the *Chung-tang* would be the signal for the outbreak of passions hitherto held back by his restraining hand, but, luckily, the provincial administration—aided somewhat, it may be, by the shadow of a great name—stood firm. Exterior calm was at least preserved, and the sporadic cases of rebellion and riot which marked the close of the year were dealt with promptly and effectually. As one whose duty it was as Canton Commissioner—temporarily charged with the superintendence of the Foreign Custom Houses within the Two Kwang jurisdiction pending the reappearance of the Inspector General—to be somewhat intimately connected with the great Viceroy during the dismal days of the Peking siege, it may not be out of place for the writer, now that the aged statesman has passed away, to record the unwearied efforts of the *Chung-tang* to prevent the final crime at Peking which he, best of all, knew must mean the ruin and disgrace of the country he loved so well. Whatever softening influences could have made themselves felt in the counsels of the distracted Empress Dowager and the infuriated Prince TUAN were, without a doubt, supplied by LI. Other Viceroys did yeoman service in their respective spheres, but LI was in the eyes of his countrymen the man of the hour and the only one who could save China. Full of years, sick in body but unbroken in spirit, he responded nobly to his country's call, and he died as he had lived, with harness on his back. In very fact, “Faithful unto Death.”

(y.)

(z.) The dominant note of Import trade at Pakhoi in the past has been retrogression, and it can hardly be claimed that the expansion in Exports has been of a sufficiently pronounced character to justify any very high hopes for the future. The original promoters of the port no doubt thought they saw in it the trade emporium of the Yunnan and Kwangsi provinces, but since then other factors have come in and early dreams must be much modified. It was long foreseen that the West River was the true trade route between Hongkong, Kwangsi, and Yunnan, but the possibility of its ever being opened to Foreign trade seemed remote, and the alternative route *via* Pakhoi offered solid advantages as far as time was concerned. But the saving of time has seldom been a serious factor with Chinese traders, and the longest route, if cheaper, has invariably been preferred. Thus it came about that the opening of Wuchow to Foreign trade in 1897 dealt a staggering blow to commerce here, to be followed soon afterwards by the establishment of regular and frequent steam communication between Hongkong and Haiphong. Mr. A. R. MARTY, the enterprising pioneer of French commerce in Tonkin, has a whole fleet of steam-launches running throughout the delta of the Red River in connexion with his ocean line from Hongkong, and is thus able to provide special facilities to Hongkong traders by offering them through freight on merchandise almost right up to the frontiers of Kwangsi and Yunnan. The result has been, and must increasingly be as Red River facilities expand, a steady deflection from the Pakhoi route of goods destined for these two provinces. Another factor which has militated—temporarily, let us hope—against the Pakhoi-Chinchou-Nanning route is the insecurity. Traders will not risk their persons and their goods on a route infested by pirates on sea and robbers by land. We have thus three prominent causes for local trade

depression and non-expansion, and to them must now be added a fourth—the opening of Kwangchowwan as a French free port. The growth of trade there is too recent to allow of much certainty in forecast, but there can be no doubt that in the nature of things the new departure cannot be to the advantage of Pakhoi. It is true that up to the present the district mainly affected has been the eastern portion of the Lei-chou promontory—a territory with which Pakhoi has in the past had but little to do. Still the fact remains that goods, including salt and opium, arrive in considerable quantities at Kwangchowwan in the French subsidised steamers of Mr. A. R. MARTY, and that these goods eventually find their way into China practically free of all the usual Duties. Besides the two items mentioned above, it is well known that kerosene oil, cotton yarn, and matches enter China in appreciable amounts by this route, and that the town of Chekham (赤坎), in French territory, is a commercial centre of growing importance.

In the face of these facts it would be idle to underestimate the potential force of the competition of Kwangchowwan with trade at Pakhoi. Unfortunately, as in most cases, it is easier to diagnose than to cure. Among remedial measures, the restoration of peace and security along existing trade routes stands first and foremost. Then comes the desirability and necessity of improving these routes. The road from Ch'in-chou (欽州) to Nanning (南寧) is in places barely 1½ feet wide, with paddy fields on either side, and leads over, instead of round, some very steep hills. It is not at all impossible, and would not even be very expensive, to so improve the Ch'in-chou-Nanning high road as to make it available for bullock-cart traffic—the only wheeled vehicles known here. The present plan is to break up all goods for Nanning into 40-catty packages at Ch'in-chou, and the coolie and his carrying-pole are the only means of transit. A good road would mean accelerated service to Kwangsi, and, with a proper system of horse patrol and guard-houses, it could easily and cheaply be kept free of handitti. The mere fact that it would enable traders to travel in greater numbers at a time would go a long way towards securing immunity from attack.

The much-talked-of railway (Pakhoi-Lien-chou-Ch'in-chou-Nanning) remains to be considered. If ever built, it would undoubtedly give a great impetus to trade at Pakhoi, and a concession for the line has already been obtained by a French syndicate. The question then occurs: will it ever be built? And the answer must be sought in the recent history of the Red River and railway developments within the Tonkin territories.

PAUL H. KING,

Commissioner of Customs.

CUSTOM HOUSE,

PAKHOI, 31st December 1901.

LUNGCHOW.

DECENNIAL REPORT, 1892-1901.

(a.) The province of Kwangsi lies between 103° 55' and 109° 40' of longitude East, and between 22° 12' and 26° 20' of latitude North. It is a region not well known to Europeans, who have hitherto explored only the great valleys. Its neighbouring provinces are: on the north, Kweichow and Hunan; on the west, Yunnan and Tonkin; and on the east and south, Kwangtung, which separates it from the China Sea.

The Kwangsi and the Kwangtung provinces form the viceroyalty of the Liang Kwang, and the official residence of the Viceroy is at Canton.

The capital of Kwangsi was formerly at Wuchow, and in 1665 was transferred to Kuei-lin. The province is divided into 11 prefectures or *fu*, viz., Kuei-lin, Ping-lo, Wu-chou, Hsün-chou, Nan-ning, Tai-ping, Chên-an, Ssü-chêng, Ssü-ên, Ch'ing-yüan, and Liu-chou. These prefectures are subdivided into 38 districts (*hsien* or *chou*), and 22 districts (aborigines), the latter almost entirely situated alongside the Tonkin frontier and inhabited by the Thôas; their chiefs, also Thôas, being quasi-independent of the Chinese authorities.

The Governor of the province (Futai) resides at Kuei-lin; he is assisted by three mandarins—the Fantai (Treasurer), the Nieh-tai (Judge), and the Yen-liang Tao (Salt and Grain Commissioner).

The prefectures are grouped into four *tao*, or circuits, commanded by four Taotai, namely: the Liang Tao (糧道), made up of Kuei-lin-fu (桂林府), Ping-lo-fu (平樂府), Wu-chou-fu (梧州府), and Hsün-chou-fu (潯州府); the Tao-kiang (左江道), made up of Nan-ning-fu (南寧府), Chên-an-fu (鎮安府), and Ssü-chêng-fu (泗城府); the Tai-ping-Ssüshun (太平思順道), made up of Tai-ping-fu (太平府); and the Yu-kiang (右江道), made up of Ssü-ên-fu (思恩府), Ch'ing-yüan-fu (慶遠府), and Liu-chou-fu (柳州府). A change in the division of the province was made in the course of the year 1892. The department of Shang-sü (上思州), which had been subordinate to Tai-ping-fu (太平府), was changed to an independent sub-prefecture (直隸廳), and the name of the Taotai's circuit in which it is situated was altered to 太平思順道.

The population of Kwangsi, which was, half a century ago, about 20 millions of inhabitants, has been reduced to 6 millions, partly by epidemics, but principally by the insurrection of the Taipings. Of these 6 millions, only one-third belongs to the Chinese race; the others are the ancient aborigines of the country and the Thôas, who were possessors of the soil before the Chinese. The greater part of the Chinese of Kwangsi are the descendants of Chinese banished to the frontier; the others are soldiers recruited in the Hunan province, who remained in the country after being discharged.

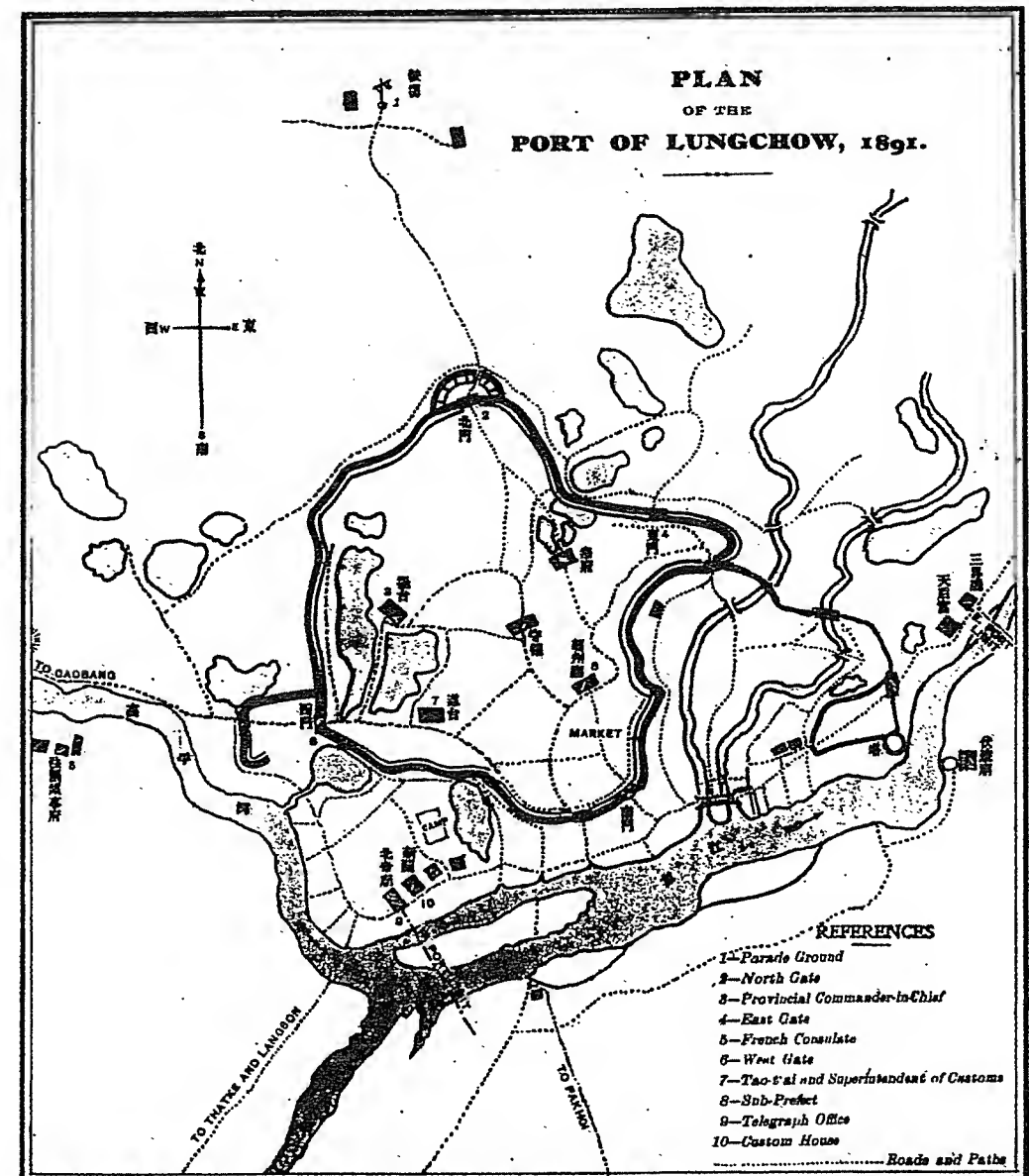
At the beginning of 1892 the incumbent of the office of Futai, or Governor of the province, resident at Kuei-lin, was MA PEI-YAO (馬丕瑤); and afterwards, CHANG LIEN-KUEI (張聯桂), 1892 to 1895; SHIH NIEN-TSU (史念祖), 1895 to 1897; HUANG HUAI-SÊN (黃槐森), 1897 to 1901; and TING CHÊN-TO (丁振鐸), in office at the end of 1901. The post of T'í-tai, or Provincial Commander-in-Chief, residing at Lien-ch'eng, was held for many years by SU YUAN-CH'UN (蘇元春), well known as Marshal Su Kung-pao, but in December 1901 an Imperial Decree arrived here transferring him to the Hupeh province, and HSIA YÜ-HSIU (夏毓秀), the actual T'í-tai of that province, is to take his place. In the meantime General MA SHENG-CHIH (馬盛治) is to act as Commander-in-Chief of the troops of the province.

In the province there are two ports open to Foreign trade—Lungchow and Wuchow; the former was opened on the 1st June 1889, and the latter on the 4th June 1897. The maps which accompany this Report show the port of Lungchow as it was in 1891 and as it is in 1901 as regards the position of the Custom House and the residences of Foreigners.

The city of Lungchow is situated on the north bank of the Tso-kiang (左江), just below the junction of the Sung-chi and Kao-p'ing Rivers, near the south-western border of the province of Kwangsi, and was selected as the seat of the frontier trade of that province with Tonkin. The continuation of these two rivers is known as the Tso-kiang, or left branch of the West River, and it enters the main stream some 30 miles above Nanning. The town is prettily placed in a circular valley, and is surrounded by a strong brick wall. The population is estimated to number about 20,000. Lungchow from a military point of view is considered by the Chinese to be a place of importance. Troops are stationed in the city and in the neighbourhood.

Notwithstanding the fact that Lungchow has now been an open port for a period of 12 years, it is still in the premature stage of an inland distributing and collecting *entrepôt*, differing in no way from what it was before it was opened as a port, except that an amount is collected as Revenue nearly sufficient to pay a third of the cost of collection. Transport by the ancient methods has failed to increase the trade, and no improvement in the means of transport between the Tonkin frontier and Lungchow has yet been effected. The port must look to the extension of the Tonkin Railway to Lungchow, and, with the railway in operation, this port may expect to supply the country lying west of Nanning with all the requirements of its population; but as that population is scattered and lives in poverty, it is to a transit trade to Nanning and points beyond that so expensive an undertaking as a railway must look to pay its working expenses, without going so far as to speak of profit. The Lungchow merchants express much interest in the railway, and expect to use it for all their Foreign and Canton-made goods if there is no transit tax in Tonkin on cargo passing through to China. The Lungchow trade in Foreign and Canton goods is estimated at \$300,000 a year. The Foreign goods are mainly Indian cotton yarn, T-cloths, white shirtings, and a small quantity of fancy cottons, Japan matches, American kerosene oil, and cheap glassware. They are sold in small lots and distributed into Tonkin and the villages about Lungchow by pedlars and in boats.

Tonkin Railway.—In 1889 it was decided in Tonkin to connect Phulangthuong with Langson by railway. Work began immediately the following year, but progressed very slowly; and this is the reason why the line was only inaugurated on the 24th December 1894 and trains



began to run in February 1895. When the Lungchow-Namquan (Chên-nan-kuan) Railway was projected, this line was extended from Langson to the frontier of Kwangai. On the 15th June 1901 trains began to run between Langson and Dongdang. On the other hand, a line was being built at the same time to connect Phulangthnong with Hanoi. This line was inaugurated on the 14th July 1900, and traffic began shortly after; but trains at present only arrive as far as Gialam, on the left bank of the Red River, opposite Hanoi, where there is a launch to ferry over to Hanoi. The great iron bridge on the Red River, in Hanoi, is nearly finished, and it is reported that it will be ready to be inaugurated in February 1902, thus bringing the capital of Tonkin into direct communication with the Kwangai frontier. It is also reported that the railway from Haiphong to Hanoi is to be inaugurated on the same date by the Governor of Indo-China. The existing line between Phulangthuong and Langson has been widened from a 60-centimètre to a 1-mètre gauge, so that now, the line from Gialam to Dongdang being of the same width, one may travel between the two places without changing train.

Lungchow Railway.—Up to 1895 it was intended to extend the Langson Railway to Nacham, at the head of the navigation on the Sngg-chi (松吉) River, where cargo could be transhipped into cargo-boats and brought down easily to Lungchow. The distance from Langson is, roughly, 13 miles. Surveys were made, and the country being flat presented no engineering difficulties. However, when the GÉRARD Convention of 1895 was made the above plan was abandoned, and a railway line connecting the Tonkin frontier at Dongdang with Lungchow, passing through Chên-nan-kuan, our barrier station, and with possible extension to Nanning, was thought of. The Compagnie de Fives-Lille de Paris, taking advantage of the above-mentioned Convention, entered the same year into negotiations with the Chinese Government to build the railway; but the Chinese Government, not willing to alienate its rights over such a railway, decided to have it built at its own expense, and on the 5th June 1896 a contract was signed with the said Company for the building and the working of the line of a length of about 35 miles. It was at the same time agreed that the French Government should give to the same Compagnie de Fives-Lille the working of the line from Langson to the frontier (Chên-nan-kuan). This Langson-Namquan Railway, being a Government railway, the Company had to obtain from the French Government a law authorising it to proceed with the work. The law was passed, and the Company and the Chinese Government then signed, at Lungchow, on the 22nd July 1897, another agreement concerning the survey. This survey and necessary estimates were handed to the Chinese Government six months later; but for some military and political reasons the Chinese authorities refused to accept it and asked for a new survey. This was granted and finished in June 1898, when new estimates were handed to the Chinese Government. Again this project did not meet with more success than the first, and, as the Chinese Government persisted in refusing to accept it, the Company applied for an arbitration, to which it was entitled by its agreements. On account of various delays the mutual agreement to submit to arbitration was not signed before the end of March 1899. The Chinese Government and the Company selected their own arbitrators, and the French Government appointed a third person as referee in case of dispute between the two parties. This tribunal met at once at Lungchow, and gave its decision on the 8th May 1899. Monsieur DOUMER, Governor General of French Indo-China, came personally to P'ing-hsiang to hand the verdict of

the arbitration to Marshal Su Kung-pao, the Kwangsi Ti-t'ai. The estimates of the Company were found correct and only reduced by 100,000 francs—from 20,900,000 to 20,800,000. But the Chinese Government refused to accept this decision, on the plea that the project was too expensive. Marshal Su was then called to Peking to discuss the matter, which had been referred to the high authorities at the capital, and in September 1899 a new agreement was signed between Marshal Su and the representative of the Company, which agreement was confirmed by the Tsungli Yamén and approved by Imperial Decree. This agreement granted an indemnity to the Company for the losses it had sustained during these lengthy negotiations, and decided on a 1-mètre narrow-gauge line instead of 1m.45, as in the previous agreements. New surveys and estimates were made for the third time, the price being reduced from 20,800,000 francs to 16,000,000 francs, and the new project was handed to Marshal Su on his return from Peking in February 1900. A large staff had been engaged by the Company, and the engineers were sent to their future residences at Namquan, Hsiangtaznan, and Kokai. The representative with part of the staff was stationed here. The direction of the projected line was marked out in case Marshal Su would like to satisfy himself *de visu*. Everything was ready for signature; but when Marshal Su asked permission of the Tsungli Yamén—in March 1900—to sign the contract, the Yamén answered that the Fives-Lille's figures—about Fr 4,370,000—were too high, and that the contract could not be signed until the amount was reduced to Fr 3,200,000. The manager of the Company then proceeded to Peking to settle this question. The Company, finding it useless to keep a large staff until the signature of the contract, granted leave to all its engineers, and as soon as the troubles in Peking were known in France all the men engaged in Tonkin were immediately paid off. A clerk alone was left in charge of the Company's properties here. In February 1901 the manager, in Peking, ordered his agent here to be ready for liquidation, but matters remain still unsettled.

Delimitation of the Kwangsi-Tonkin Frontier.—The work of the delimitation of the Kwangsi-Tonkin frontier, which recommenced in 1892, was completed in June 1894. The French and Chinese officers appointed to make maps of the frontier line from Ping-érh-kuan to the Yunnan border began their surveys in January 1892, and in April of the same year they returned to Lungchow to complete the maps, which were signed and exchanged in June. A single disputed point was referred to Peking for settlement. In June 1894 Colonels GALLIENI and VALLIÈRES arrived from Langson, bringing with them a new set of maps of the Kwangsi-Tonkin frontier, embodying the alterations made. These maps, replacing those of June 1892, were signed and copies exchanged in the Taotai's yamén. No points were left unsettled, and the tedious work of defining the frontier was at last ended. As the line was agreed on, square boundary stones were at the same time set at distances of about 2½ miles from each other, with inscription on the four sides, thus:—

1. 中國廣西界
2. *Frontière sino-annamite.*
3. The number of the stone.
4. The name of the place in Chinese characters.

Climate of Lungchow.—There is the usual rainy season twice a year, i.e., in January-February and in July-August. The summers are long and the winters very short. The winters are wet and very uncomfortable, with heavy clouds and mist when there is no actual rain. This "raw weather" marks the winter, for as soon as the sun appears the temperature rises to 70° or 80° F., even in January. During the rainy seasons everything in-doors becomes as saturated with moisture as in Canton or Kiungchow, but the evaporation afterward is exceedingly rapid. The dryness of the air is especially noticeable in summer, when perspiration rarely stands on the skin except in exercise, and drying-off after exercise takes place very quickly. This makes the heat much more bearable. And owing to rapid radiation the nights, as a rule, are cooler than would be expected after a long period of hot days. Thunderstorms are frequent in August and September. More than half the year the temperature in the shade in the afternoon is above 80° F.

Chief Occurrences.—In February 1892 the telegraph line was cut, some poles pulled down and burned, and a somewhat violent placard against the telegraph and the French Consul posted at a place 10 or 12 miles below Lungchow. The affair was not regarded seriously, and the statement of the officials that the proclamation was the work of one of the gentry, who has long been out of his mind, was probably correct.

On the 8th July 1894 one of the Tonkin Frontier Boundary Commissioners, accompanied by Lieutenant-Colonel CLAMORGAN, came from Tonkin with presents of jewels and watches from the Tonkin Government for the Ti-t'ai, the Taotai, the Ting, and the interpreters of the late Boundary Commission.

On the 21st August 1895 the Governor General of Indo-China came to Chên-nan-kuan and had an interview with Marshal Su Kung-pao. On the 10th November the first Foreign merchant, who came with the intention of doing business, arrived at Lungchow. Mr. A. M. JACQUET stayed here a week, making arrangements with Chinese dealers for the purchase of aniseed oil. He also bought some Native opium for a trial by the Tonkin Department of Régies.

In July 1896 the Kwangsi Ti-t'ai, Su Kung-pao, paid an official visit to Hanoi, Tonkin, on the invitation of the Governor General of Indo-China, for the "Fête National" of the 14th July. He was the object of special attentions and received presents of bronzes and photographs. The visit was paid under orders from Peking.

In October 1897 the Futai, SHIH NIEN-TSU (史念祖), the Lungchow Taotai, HO CHAO-JAN (何昭然), and the Wuchow Taotai were degraded by Imperial Rescript. The Ping-lo Prefect was reduced three steps, and 10 other officials were more or less severely punished, in consequence of charges formally made against them and reported on to the Throne by the Futai of Hunan.

On the 22nd April 1898 a French missionary was murdered in a village near Yung-an-chon (永安州), in the Ping-lo-fu, during a riot occasioned by the arrest of men who had posted anti-Christian placards. In November of the same year the Kwangsi Futai visited Lungchow and the camps of Marshal Su Kung-pao.

In March 1899 boats conveying Yunnan opium were proceeding down river below Po-sâ, escorted by two guard-boats, when they found themselves stopped by a large troop of armed men stationed at Ping-ma, on each side of the river. What became of the guard-boats was not told, but they are supposed to have adopted the course of prudence, finding that valour might be of little avail. 500 cases, of a value amounting to \$60,000, are said to have thus fallen into the hands of the robbers. On the 10th May Mr. DUMER, Governor General of Indo-China, came to Ping-hsiang with a brilliant suite to call on Marshal Su Kung-pao. The interview, which began by a cordial embrace, ended satisfactorily to all appearances. On the 21st May Marshal Su Kung-pao left by boat and *via* Canton *en route* for Peking to discuss the question of the Lungchow Railway, returning to Lungchow on the 27th February 1900.

On the 18th April 1900 the Comptoir Français du Tonkin, the only Foreign firm established here, closed its business at Lungchow, having sold about one-half of its goods to a Chinese storekeeper, who has himself opened a branch store at Talung, on the frontier. On the 7th May a French schoolmaster arrived here, and, on the 14th July, opened a French school by order of the Governor General of Indo-China. In August money was rather scarce on the market, Nanning bankers refusing to give any credit, owing to hostilities in the North and to people withdrawing their deposits.

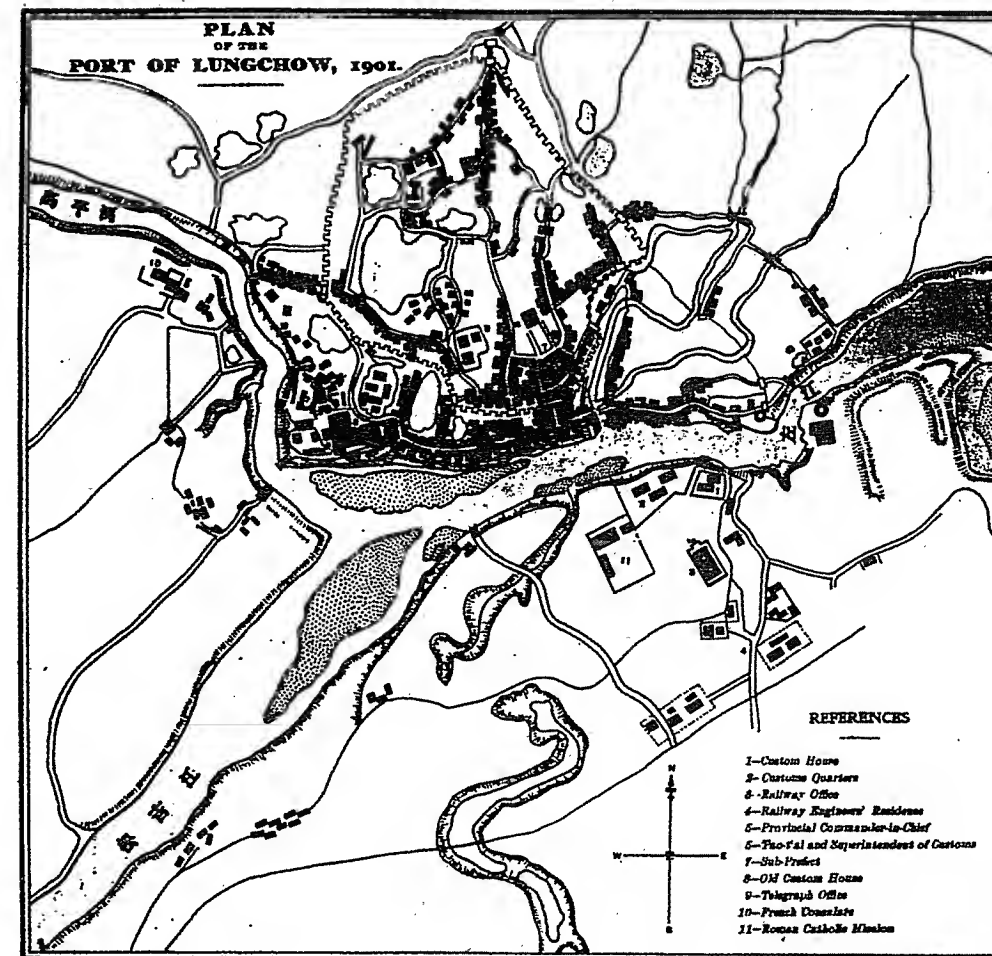
Other noteworthy occurrences of the period are recorded under (h.), (k.), (l.), and (u.).

(b.) The value of the trade under the cognizance of our office has grown from *Hk.Ta* 37,987 in 1892 to *Hk.Ta* 164,494 in 1901. During these years it was divided between three routes, on which this office maintains stations, as follows:—

YEAR.	LANGSON.			THATHE.			CAOBANG.		
	Imports.	Exports.	TOTAL.	Imports.	Exports.	TOTAL.	Imports.	Exports.	TOTAL.
	<i>Hk.Ta</i>	<i>Hk.Ta</i>	<i>Hk.Ta</i>	<i>Hk.Ta</i>	<i>Hk.Ta</i>	<i>Hk.Ta</i>	<i>Hk.Ta</i>	<i>Hk.Ta</i>	<i>Hk.Ta</i>
1892.....	646	...	646	17,352	3,245	20,597	8,998	7,746	16,744
1893.....	3,017	...	3,017	11,979	6,673	18,652	13,636	10,192	23,828
1894.....	74,463	14,405	88,868	13,487	10,310	23,797	20,411	20,057	40,468
1895.....	13,968	21,826	35,794	8,944	12,092	21,036	18,387	15,733	34,120
1896.....	44,391	24,581	68,972	12,267	6,213	18,480	11,504	12,372	23,876
1897.....	49,053	1,975	51,028	22,044	6,874	28,918	11,977	17,024	29,001
1898.....	72,804	6,000	78,804	35,466	4,126	39,592	12,057	4,432	16,489
1899.....	33,064	...	33,064	25,634	6,318	31,952	15,795	4,825	20,620
1900.....	50,390	...	50,390	31,314	5,251	36,565	41,620	3,935	45,555
1901.....	81,891	...	81,891	22,952	2,459	25,411	51,642	5,070	56,712

The value—*Hk.Ta* 480—of some Piece Goods imported from Hongkong *via* Tonkin during the year 1901 is not included in the above table.

Imports.—By far the greater part of the large increase in this trade is due to the quantities of Aniseed Oil and Dye-stuff imported. Aniseed Oil imported from Tonkin and paying Duty at Lungchow is entitled to exemption from Export Duty when shipped from a Chinese port. All the Aniseed Oil recorded in the Returns for the decennary was exported



from Pakhoi under Exemption Certificates issued by this office. As regards Dye-stuff, about 90 per cent. of the annnal importation was sent by the West River to Fatsan (佛山), in the Kwangtung province, the increase being mainly due to the advantages offered by the Inland Transit Passes, which have become more and more availed of and appreciated. The quantity and value of Dye-stuff imported from Tonkin during the decade were as follows:—

QUANTITY.		VALUE.	QUANTITY.		VALUE.
Piculs.		Hk.Tls.	Piculs.		Hk.Tls.
1892	8,001	15,497	1897	12,693	27,206
1893	7,110	13,794	1898	15,347	29,364
1894	9,625	19,247	1899	14,506	28,663
1895	7,553	14,274	1900	20,981	45,697
1896	7,208	16,022	1901	14,492	29,573

Another important Import from Tonkin is Timber, which has shown an unprecedented increase in the year 1901. The value of the Import trade in Timber of all kinds was as follows:—

Hk.Tls.		Hk.Tls.	
1892	6,328	1897	4,697
1893	9,166	1898	9,322
1894	11,644	1899	7,812
1895	8,848	1900	14,971
1896	5,238	1901	30,632

In 1901 an enterprising Cantonese merchant imported from Hongkong *via* Tonkin 21 packages of Piece Goods. They consisted of 50 pieces of White Shirtings, 75 pieces of T-Cloths, and 5 pieces of English Camlets. The importation was merely a trial to ascertain the advantage of the Tonkin route over the Pakhoi-Ch'in-chou route, as the latter had of late years become particularly insecure, and, besides, goods travel exceedingly slowly by that route, which occupies about 35 days. The Tonkin route was therefore looked at as a possible means of getting supplies from Hongkong at reasonable rates and with a saving of at least half the time of transportation. These expectations were, however, only partially fulfilled; the transit from Hongkong across Tonkin only took about a fortnight, but the total charges were about 25 per cent. more than those of the Pakhoi-Ch'in-chou route.

As a consequence of the failure of the crops in the whole of the Lungchow Intendancy (太平思順道) and the districts further north as far as Po-sê (百色), which suffered greatly from prolonged drought in 1900, upwards of 8,700 piculs of Rice and Indian Corn had to be imported from Tonkin during the years 1900 and 1901.

Exports.—During the 10 years there has been a general decline in the Export trade. The explanation given by the merchants engaged in this trade is that during the last few years the Tonkin Customs supervision has become stricter and its taxation heavier, and that the trade suffered consequently. The value of the trade has fallen from Hk.Tls 10,991 in 1892 to Hk.Tls 7,529 in 1901, a decrease of nearly 32 per cent.

The value of the Foreign goods, consisting principally of Cotton Piece Goods, Cotton Yarn, Kerosene Oil, and Matches, which were imported by way of the West River or Pakhoi and subsequently exported to Tonkin, also shows a considerable falling off since 1897, the figures for the decade being as follows:—

	Hk.Tls.		Hk.Tls.
1892	3,505	1897	7,562
1893	3,839	1898	2,425
1894	7,210	1899	3,446
1895	8,027	1900	3,287
1896	5,089	1901	3,806

Coast Trade.—Lungchow as yet is concerned only with trade to and from Tonkin; it has no trade under the control of this office corresponding to the coast trade of other ports.

Inland Transit.—This trade is, so to speak, new, as the first Pass (Inward) was issued in February 1892, and from that date to April 1899, no Passes were issued. In May 1899 trials were again made, and as they proved successful, this trade has greatly developed since. The total value of goods taken inland under Transit Pass privilege during the last three years was as follows:—

	To KWANGSI.	To KWANGTUNG.	TOTAL.
	Hk.Tls.	Hk.Tls.	Hk.Tls.
1899	475	3,181	3,656
1900	2,118	53,707	55,825
1901	1,822	55,750	57,572

The chief articles thus passed were Dye-stuff and Timber. The flourishing state of this trade explains the improvement noticed in our Imports. There was no Outward Transit trade.

(c.) REVENUE.—The following table shows the total Duties and Dues collected each year since 1892:—

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	OPIMUM (exported).	TONNAGE.	TRANSIT (Inwards).	TOTAL.
	Hk.Tls.	Hk.Tls.	Hk.Tls.	Hk.Tls.	Hk.Tls.	Hk.Tls.
1892.....	1,175	512	...	37	8	1,732
1893.....	1,269	700	...	21	...	1,990
1894.....	2,957	1,282	1,238	1	...	5,478
1895.....	1,475	1,048	1,869	...	...	4,392
1896.....	1,725	1,037	720	5	...	3,487
1897.....	2,307	1,160	...	12	...	3,479
1898.....	3,043	512	...	18	...	3,573
1899.....	2,423	492	...	18	92	3,025
1900.....	3,671	380	...	11	1,258	5,320
1901.....	4,484	326	...	9	1,176	5,995

Looking at these totals, the most noticeable thing is the sudden advance in 1894, due principally to an increase in Aniseed Oil importation, and partly to Duties derived from Native Opium and the larger export of Ground-nut Oil, Tea, Cotton Piece Goods, Cotton Yarn, Kerosene Oil, and Matches. From 1895 a steady decline took place during the subsequent five years, until the year 1900 yielded Hk.Tls. 5,319. The improvement was mainly due to the growth of the Inland Transit trade, Transit Dues being 12 times as great as the 1899 collection, and the boom in this trade was certainly the cause of the increase in our Import Duty, which also showed an increase of 52 per cent. over the figures of 1899. The year 1901 showed a further advance, being the best year on record since the opening of the port, in 1889. The total collection amounted to Hk.Tls. 5,995. The improvement was due to an increase in Import Duties, which has grown from Hk.Tls. 3,671 in 1900 to Hk.Tls. 4,484 in 1901.

The rise or fall in tonnage has no effect on our trade, for Tonnage Dues are not levied on Native craft; they are only paid by the French Government stores boats in transit from Tonkin to Tonkin *via* Lungchow.

No Native Opium has paid Duty at this office since the year 1897; and whatever quantity of this drug may have entered into Tonkin must have been conveyed there by smugglers.

(d.) FOREIGN OPIUM.—No reliable figures are obtainable as to the movements of Foreign Opium in the province. I understand that a limited quantity was imported from Pakhoi *via* Yu-lin-chou (鬱林州) and Nanning, and from Hongkong *via* Wuchow. Indeed, in Kwangsi the competition of Yunnan, Kweichow, and Szechwan Opium is too severe for the much dearer Foreign article, and it is not to be expected that Foreign Opium will ever make much headway against the Native drug here. No Foreign Opium whatever is to be found in the Lungchow market.

NATIVE OPIUM.—Production.—Opium is grown to a limited extent in the west of the province, viz., Hsi-lung-chou (西隆州), Po-sé-t'ing (百色廳), Kuei-ehun-chou (歸順州), Nan-ning-fu (南寧府), and T'ai-p'ing-fu (太平府). The total output is estimated at about 100 piculs per annum, and is said to be insufficient to meet the demand in the vicinity of these places. The Opium produced at Lung-ho-hsi (隆河墟), in Kuei-ehun-chou, and at Lung-ying-chou (陸應州), in T'ai-p'ing-fu, is the best kind. The market quotations per 100 taels varied from Hk.Tls. 32 to Hk.Tls. 39 for the first kind, and from Hk.Tls. 31 to Hk.Tls. 38 for the second. The cultivation of the poppy has also been tried in the neighbourhoods of Hêng-chou (橫州) and Hsün-chon-fu (潯州府), but it failed to give satisfaction to the planters and was soon abandoned.

Consumption.—Native Opium is found in Kwangsi, imported from Yunnan, Kweichow, and Szechwan. The general name for all kinds of Native Opium in the province is *Yün-ch'a* (雲茶), and the name appears on the printed labels issued by the Opium Likin office (雲茶局), even when the boxes contain Kweichow or Szechwan Opium. The actual quantity entering Kwangsi is not ascertainable. The information I am able to gather gives the total importation for the province as between 18,000 and 25,000 piculs a year, of which between 50 and 60 per cent. comes from Yunnan, between 30 and 40 per cent. from Kweichow, and between 10 and 20 per cent. from Szechwan; of this quantity, about two-thirds would be for consumption in

Kwangsi and about one-third for subsequent re-exportation to Kwangtung province and Tonkin. The following is a list of places in Yunnan, Kweichow, and Szechwan, in the vicinity of which Opium is produced, and from which it is known to be conveyed into this province:—

YUNNAN.

K'ai-hua-fu (開化府).	Ch'ü-ching-fu (曲靖府).
Kuang-nan-fu (廣南府).	Ping-i-hsien (平彝縣).
Lo-p'ing-chou (羅平州).	

KWEICHOW.

Kuei-hua-t'ing (歸化廳).	P'u-an-t'ing (普安廳).
An-shun-fu (安順府).	Hsing-i-fu (興義府).
Tu-shan-chou (獨山州).	Chên-fêng-chou (貞豐州).
Tu-yün-fu (都勻府).	

SZECHWAN.

Chungking-fu (重慶府).	Hsi-chou-fu (叙州府).
Fou-chou (涪州).	Shun-ch'ing-fu (順慶府).
Chung-chou (忠州).	Sui-ting-fu (綏定府).

The three principal varieties of Native Opium in the Kwangsi markets are: *Kuang-nan-tu* (廣南土), from Kuang-nan-fu; *Mo-tu* (摩土), from P'u-an-t'ing; *Pa-tu* (播土), from Hsing-i-fu.

Kuang-nan Opium is of better quality than the other two varieties, and is therefore the favourite with the Kwangsi smokers, but *Mo-tu* and *Pa-tu* are also much used, and form the principal part of the Opium sent to Tonkin. The quantity that arrives at Lungchow is computed to be about 900 piculs a year, of which about 40 per cent. is Yunnan Opium and about 60 per cent. Kweichow Opium. About 500 piculs of the amount are consumed locally and in neighbouring towns, while the rest, i.e., 400 piculs, is said to be smuggled into Tonkin—none has been exported through this office since 1897. Almost all of the Opium exported is of Kweichow origin. No Szechwan Opium is known here. Opium has advanced considerably in price, owing to the want of security of inland roads. The selling prices of the drug per picul in Lungchow are as follows: *Kuang-nan-tu*, Hk. Ta 430 to Hk. Ta 530; *Mo-tu*, Hk. Ta 380 to Hk. Ta 480; *Pa-tu*, Hk. Ta 370 to Hk. Ta 470.

The Prepared Opium sold at Lungchow is mostly made from Yunnan Opium, which is of better quality than that from Kweichow and yields more when boiled. Yunnan Opium on being boiled down gives from 70 to 75 per cent., while Kweichow Opium only gives from 50 to 60 per cent. There are a few shops in the city for the sale of Prepared Opium, but habitual smokers usually prepare their own mixture from the raw drug. The present retail price is \$0.85 per ounce.

Routes.—Opium coming from Yunnan proceeds first to Po-sé (百色), and thence to Nanning, either by the Yu-kiang (右江) or by the land route through Knei-shun-chou and Tai-p'ing-fu; some passes through Kweichow. Kweichow Opium goes partly by the above route and partly by Nan-tan (南丹) and Ch'ing-yüan-fu (慶遠府); from the latter place it is sent overland to Pin-chou (賓州), a great mart in the middle of the province, formerly of more

importance than at present. Szechwan Opium for the most part comes by the Yunnan route, but a considerable quantity finds its way into the province *via* Ch'üan-chou (全州), in the north-eastern corner, on the main road from Knei-lin-fu (桂林府) to Hunan province. Nanning is the chief distributing centre for the province, and Opium is sent from there in all directions: down the West River; overland to Lien-chou-fu (廉州府) and Ch'in-chou (欽州), in Kwangtung province; and up the Tso-kiang (左江) to Ning-ming-chou (寧明州), Tai-p'ing-fu (太平府), Lungchow, and Tonkin. But owing to the want of security in the Po-sé region—at a time, the traffic between Po-sé and Nanning was completely interrupted, all the trade routes being practically in pirates hands,—a good deal of Kweichow Opium and some of the north-eastern Yunnan Opium now enter Kwangsi by way of Liu-chou-fu (柳州府), instead of Po-sé as heretofore, and from Liu-chou-fu they proceed down river to Wuchow.

Taxation.—The Kwangsi Opium Likin Collectorate was farmed for a term of six years, from the 1st day of the 4th moon of the 23rd year of KUANG HSÜ (2nd May 1897), to CHOU-P'ING-CHÊN (周平珍), doing business under the style of Lung I Tang (隆義堂). The amount payable yearly by this farmer is *Local Ta* 38,000, and the Likin on all kinds of Native Opium brought to Kwangsi for consumption or transit is fixed at *Ta* 4 per 1,000 taels (*Ta* 6.40 per 100 catties). The tax is levied irrespective of any previous payment in other provinces, and on proof of payment the Opium concerned is exempted from further taxation within the borders of Kwangsi. Since the 8th moon of the 26th year of KUANG HSÜ (August 1900), an additional tax of *Ta* 0.40 per 1,000 taels has been collected by this farmer on Opium on behalf of the 廣西團練局. The head office (雲茶總局) is at Kuei-lin-fu, and examining stations (雲茶分局) are established in all the principal trading cities of the province. I am told there are only three collecting offices—in Po-sé, in Liu-chou-fu, and in Ch'üan-chou-fu—where Likin is collected and certificates (雲茶釐票) and labels (雲茶號片) are issued. The examining station at Lungchow (龍州雲茶分局) simply collects certificates on arrival of Opium, and cancels them. The total yearly collection is said to be between *Ta* 100,000 and *Ta* 120,000. These figures can only be considered as approximate, but I believe them to be below rather than above the mark.

(c.) As there are no Foreign banks at this port the exchange value of the Haikwan tael and English sterling cannot be ascertained here. With regard to copper cash, the Haikwan tael has been worth from 1,400 to 1,756 cash during the decade, with a tendency to decline, due to scarcity of copper currency, which, being not very abundant, is insufficient to meet the popular demand. On the other hand, the cost of provisions and products has gone up considerably, so that the rise in prices has affected the purchasing power of the Haikwan tael, which is dependent on its value in copper cash. The highest and lowest values of the Haikwan tael in copper cash during each year were as follows:—

—	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Highest.....	Cash. 1,756	Cash. 1,756	Cash. 1,732	Cash. 1,732	Cash. 1,732	Cash. 1,732	Cash. 1,712	Cash. 1,680	Cash. 1,657	Cash. 1,605
Lowest.....	1,516	1,515	1,480	1,456	1,432	1,456	1,434	1,416	1,400	1,400

The various dollars current at this port are: the clean French Indo-China trade dollar (*piastre de commerce*), 900 fine, weighing 27 grammes; the clean Mexican dollar; the clean French Indo-China trade dollar anterior to 1895, 900 fine, weighing 27.215 grammes; the American trade dollar, 900 fine, weighing 420 grains; the Japanese *yen*, 900 fine, weighing 416 grains, or 27 grammes; and the chopped Mexican dollar.

The French trade *piastre* may be considered the standard dollar. The clean Mexican dollar and the American trade dollar as compared to it are practically of equal value, but cash shops exchange them with a loss of 5 cash per dollar. The French trade dollar anterior to 1895 occasionally gains 1 per cent. The chopped Mexican dollar loses from 1 to 2½ per cent, so does the Japanese *yen*, which is generally chopped. Japanese *yen* and American trade dollars were formerly imported from Tientsin, where they are fast disappearing. New Chinese dollars are rarely seen on the market, for the good reason that our supply of dollars mostly comes from Tonkin, where French *piastres* are supplanting other kinds of dollars. Besides, during 1900, the Treasury office in Tonkin, being short of French *piastres*, introduced new Mexican dollars (1898 pattern, 902.7 fine) on the Langson market. They soon found their way here, but, though slightly heavier than the French coins and of a superior degree of fineness, they met with a markedly cold reception on the part of traders and money-dealers, and, indeed, they disappeared from circulation after two or three months trial, exchanging towards the end with a loss of 10 per cent. The rate of exchange between the dollar and the Haikwan tael is $Hk.T\bar{a} \ 1 = \$1.612$, or $\$1 = Hk.T\bar{a} \ 0.6203$ when Duties are paid into the Haikwan Bank; but when the same bank pays Haikwan taels, the rate of exchange is only $Hk.T\bar{a} \ 1 = \$1.56944$, or $\$1 = Hk.T\bar{a} \ 0.637$. As to the local tael, it is equal to $\$1.3793$ for clean dollars, or $T\bar{a} \ 0.725 = \$1$.

(f.) The following table shows the annual net values of Imports at moment of landing (*i.e.*, minus Import Duty and charges) and of Exports at moment of shipment (*i.e.*, plus Export Duty and charges) from 1892 to 1901, and the annual excess of the value of Imports over the value of Exports and *vice versa*:-

YEAR.	IMPORTS: Value at Moment of Landing.	EXPORTS: Value at Moment of Shipment.	EXCESS.	
			Imports.	Exports.
	<i>Hk.T\bar{a}</i>	<i>Hk.T\bar{a}</i>	<i>Hk.T\bar{a}</i>	<i>Hk.T\bar{a}</i>
1892.....	24,014	12,382	11,632	...
1893.....	25,448	18,914	6,534	...
1894.....	98,026	50,874	47,152	...
1895.....	37,036	56,540	...	19,504
1896.....	61,786	48,376	13,410	...
1897.....	75,113	29,103	46,010	...
1898.....	109,074	16,235	92,839	...
1899.....	67,025	12,526	54,499	...
1900.....	111,277	10,301	100,976	...
1901.....	141,807	8,457	133,350	...

It will be seen by the above table that in only one year (1895) was the value of Exports greater than that of Imports.

(g.) The population of the city of Lungchow is about the same as it was 10 years ago, *i.e.*, about 20,000 inhabitants. The composition, character, and occupation of the people have not been subject to any material change. The actual number of troops on the frontier is not ascertainable. There are 20 camps, containing, it is said, some 10,000 men. The number of Foreign residents in and about Lungchow on the 31st December 1901 was 11 in all—10 French and one British.

(h.) No improvements have been made in the city of Lungchow, but in 1896 the Railway Bureau expropriated the land for a length of 1½ miles along the river, opposite the city, with an average depth of half a mile, for erecting a commercial town adjoining the railway station. Since then several roads and landing stairs have been made. On the site of the new town are now the Customs buildings, the offices of the Railway Bureau, the houses of the Foreign staff of the railway, and the Roman Catholic Mission.

(i.) As to changes in the water approaches to the port, the shoal patch (partly dry through the winter months), just below the junction of the Sung-chi and Caobang Rivers, and a short distance above the Customs Jetty, has of late years grown worse, causing much anxiety and inconvenience to the merchants and the boat people. Where there were 4 feet of water when the river was at its lowest there are now only 3 feet. Vessels drawing more than 2½ feet have difficulty in getting down to the Customs Jetty during the winter.

(j.) There are no lights, buoys, or beacons in the Lungchow district.

(k.) At the beginning of the year 1895 the drought was so prolonged that trade was stopped for want of water in the rivers. Plague broke out severely in the city, and quarantine was imposed in Tonkin on persons arriving from Lungchow. In the month of May rain fell for two days. The rivers rose at once several feet, and traffic was resumed.

Towards the end of September 1896 a serious outbreak of cholera visited Lungchow and spread through the neighbouring country; the deaths from this cause alone are stated to have been 3,000, of which at least 800 occurred in Lungchow city. The epidemic lasted about 45 days.

On the 5th August 1898 a tornado and storm were followed by a flood, in which a few lives were lost. The river rose to 60 feet above zero in 48 hours.

In the autumn of the year 1900 the country suffered again terribly from a prolonged drought, and all crops failed. Rice reached the high price of \$6.50 per picul, and remained so until the first crop of the year 1901. The French Consul wired to the Governor General of Indo-China, who kindly granted exemption of Export Duty on cereals exported from Tonkin to this part of China for famine relief.

At the beginning of April 1901 the plague appeared again in Lungchow, and disappeared towards the middle of June. The plague was raging with considerable violence in the city, and the mortality was estimated to amount to about 300.

(l.) On the 17th March 1892 the Russian Prince WIASMSKY, who travelled overland from Pakhoi *via* Nanning, arrived at Lungchow, and left for Langson on the 24th.

(m.) LITERARY HONOURS.—There were four Peking examinations during the period. 50 students from this province passed as metropolitan graduates, *chin-shih* (進士). Of

these, 10 became members of the Hanlin College. In the year 1892 LIU FU-YAO (劉福堯), a native of Lin-kuei (臨桂) district, in the prefecture of Kuei-lin (桂林), won the high degree of *chuang-yüan* (狀元).

(n.) In 1894 a public college, under the title of Tung Fêng Shu-yüan (同風書院), was founded at Lungchow by TS'AI HSI-PIN (蔡希楨), the then Taotai of the Lungchow Intendancy. The funds for establishing this school were derived from contributions from all the territorial officials under the jurisdiction of the Lungchow Intendant. Part of the balance of the funds was lent to a pawnshop on interest, some was invested in land or house property, and the proceeds went towards supporting the school. There are about 40 pupils, who are admitted by selection. They live in the college and receive a monthly allowance of Ta 2.40. The course of study pursued is purely Chinese. Prizes are awarded to the most successful students at the monthly examinations. Once every month the Taotai examines the pupils himself and awards prizes out of his own private purse.

(o.) The number of degrees allowed to this province are: licentiate, *hsiu-tsai* (秀才), 1,076 at each examination, held twice every three years; provincial graduate, *chü-jên* (舉人), 51 at each triennial examination, and the same number are granted at the special examination, *ên-ko* (恩科), held by Imperial grace in celebration of auspicious public events. During the decennary 6,456 candidates passed the examination for the degree of licentiate and 255 for that of graduate.

The population of the province is variously estimated at from 6,000,000 to 7,500,000. No official figures can be obtained.

As regards education of the people, about 10 per cent. may be considered as learned, 30 per cent. as having received a limited commercial education, and 60 per cent. as being utterly ignorant. Amongst women I should say that, at the most, 1 per cent. can read or be considered educated.

(p.) The chief products of the province are rice, maize, ground-nuts, cassia lignea and cassia oil, timber, firewood, sugar, and aniseed and aniseed oil. Pumeloes, pears, crab-apples, and jack-fruits are the principal fruits produced in the province, to which may be added pine-apples, guavas, peaches, and lung-ngans of inferior description.

Boats are the usual means of transportation in the province. Porters and animals are, however, also employed.

Sugar.—Sugar cane is cultivated chiefly in the Liu-chou (柳州) prefecture. It is also produced in the prefecture of Nanning and in Lungchow. Lungchow sugar is of very good quality, and finds a ready sale at Canton in spite of the fact that freight and Likin amount to half its value at Lungchow. The cane, which may be described as a gigantic grass, thrives best in a warm, moist climate, with prevalent breezes and moderate intervals of hot, dry weather. It requires a fertile, marly soil; the most suitable manure is farmyard dung or night-soil. The stem, which varies from 6 to 14 feet in height, is from 1 to 1½ inches thick and jointed at intervals of from 3 to 6 inches. The cane suffers much from the ravages of rats, white ants, and several boring insects. The sugar exists in a state of solution in certain cells in the stem of the plant, and in order to obtain it the canes, usually three in number, are passed lengthwise

through a roller-mill, which ruptures the cells, and the juice thus pressed out flows through a drain into a reservoir, which is below the mill underground. The roller-mill, which is made of hard-wood, usually about 2½ feet in diameter and about 3 feet high, is turned by one or two buffaloes. The juice, or syrup, obtained is at once submitted to the process of pan-boiling. Several iron pans are employed, the liquid from the first being passed into the second, where it becomes more concentrated, and so on throughout the series. It is then poured into an earthen vessel to cool and crystallise, while the molasses drains off through a hole in the bottom of the vessel. A picul of cane yields about 25 catties of juice, or about 2½ catties of sugar.

Aniseed Oil.—Aniseed oil, being an article of considerable importance to this port, much attention has been paid to it in each annual Report on trade, and the following is a summary of the history of the trade since 1891:—In 1892 aniseed oil appeared in the Returns for the first time. A Chinese merchant imported from Tonkin 10 tins of the oil—weighing 3 piculs 40 catties,—paid Duty, and took out a Transit Pass to cover it on the way down the West River to Kongmoon (江門), in the Kwangtung province, in order to test the advantage of the river route over the land route to Ch'in-chou (欽州) or Pakhoi. On arrival at the first Likin station—三江口, just above Nanning—the Pass was refused recognition, and Likin was paid, but was promptly refunded by order of the Governor of the province when the case was reported to him by the Lungchow Superintendent of Customs. At Nanning the shippers were unable to get a boat to take the oil further. The quantity was too small for a boat by itself, and the owners of boats carrying other cargo were afraid of detention at Likin stations while the Transit Pass was being examined. In the end, the oil was sent to the south coast for export. Thenceforth all oil imported from Tonkin went to Ch'in-chou or Pakhoi for export to Hongkong.

The yield of aniseed oil in 1893 was scanty, as is usually the case after a large yield like that of the previous year, but the quality of the oil was very good. The small quantity—some 19 piculs—which passed the Customs reported and paid Duty for the purpose of obtaining an Exemption Certificate to cover shipment *via* Pakhoi for Hongkong.

1894 was one of the good years for aniseed oil, both in yield and quality. The total quantity imported during the year amounted to 390 piculs. In spite, however, of the large yield, prices were high throughout the season, much higher, in fact, than in the previous years, when the supply was small. Prices had been rising for the last two years. In the season of 1892 the quotation was about \$200 a picul; in 1893, between \$235 and \$240; in 1894, between \$285 and \$300. This was due to the fact that the Native merchants had combined to obtain the benefit of low exchange, to get the former gold price, i.e., a higher silver price. At one time the variation in the silver price of the oil was somewhat greater than the variation in exchange, which was caused by the strong demand among European buyers.

The crop of aniseed and the yield of oil in 1895 were the smallest for a long time. As a rule a poor season follows a good one, and it was certain that after the abundance of 1894 the supply would be small, but dry weather produced even less than was expected. Much of the aniseed had to be picked before it was ripe, to avoid its drying up. More than half the small

quantity—64 piculs—reported to the Customs was the previous season's oil, imported in the first quarter of the year, and in consequence of the small amount of oil produced, prices were very high. In August, when the season began, the value was \$335 per picul; in September, \$385; in November, \$450; on the 1st December, \$475, and before the end of the month it had reached \$495. In 1894 the highest price was \$300 a picul, but it was stated that in that year much of the oil shipped to Europe was found to be adulterated.

The weather of 1896 was all that could be desired; but the trees, being affected by drought in the previous year, had not fully recovered their bearing powers. The Langson district (on the Tonkin side of the frontier) was said to have produced a "five-tenths" crop, computed at 500 piculs; the Lungchow district (on the Kwangsi side of the frontier, south of the river), also with a "five-tenths" crop, was estimated to have yielded 500 piculs; and the Po-sé district, with a "six-tenths" crop, was reported to have given 1,500 piculs. The Po-sé oil, shipped entirely through Pakhoi, is said to be reddish in colour and to be inferior in quality and value to the Lungchow product.

The 1897 production was light—being estimated at 300 piculs, against 500 piculs in 1896—for the Lungchow district. Of the total quantity—198 piculs—imported during 1897, 162 piculs belonged to the 1896-97 season and 36 piculs were new season's oil. At the close of the year considerable stocks were held in Lungchow, as it was considered that prices obtainable were not all that could be desired. There were complaints that this district's oil was adulterated. For the last few years Native distillers have been mixing kerosene oil with aniseed oil in proportions which attained as much as 30 and even 40 per cent. Lungchow merchants have consequently imported the necessary apparatus for testing it, in order that they may guarantee its quality. A Pao Wei Chü (保衛局) was established by the Kwangsi T'i-t'ai, Su Kung-pao, to regulate the production, distillation, and sale of the oil in this region, with head-quarters at Lungchow and branches at Ning-ming-chou (寧明州) and Ping-hsiang (憑祥), and a board of five brokers (經紀行) to act at these three places. There were 12 rules issued by the Pao Wei Chü. Under these the plantations are policed during the fruiting and collecting season, and strict control is exercised over collection of the fruit, distillation of the oil and its quality, advances to distillers, and over sales of oil and liquidation of advances. To cover the cost of administering this control, fees of \$6 are leviable for each season on each still, and 8 per cent. on all sales at the still; but for the first (1897) season these fees were reduced one-half. Four lots of adulterated oil have been seized, confiscated, and burned.

The crop of 1898, which was an exceptionally good one, yielded about 80 per cent. of an ideal crop. The amount imported from Tonkin—356 piculs—was nearly double that of the preceding year; but the Hongkong market did not show any activity. This was due to the considerable stocks existing in Europe, the sale of which was so much more difficult, as they had been adulterated.

In 1899 the crop of aniseed was decidedly bad—at the most, one-fifth of that of the preceding year. The total output of this region (valley of the Tso-kiang, in China as well as in Tonkin) was estimated at 500 piculs, about 350 piculs of which were exported from Tonkin. As regards the valleys of the Yu-kiang, Po-sé to Po-ai, Chinese merchants considered the

crop as of no account. It appeared that traders of that region, having lost money in 1898 by the distillation of the seed, closed their stills and prepared the whole production of seed for exportation.

The 1900 crop was an average one, estimated at 500 piculs for Tonkin and from 500 to 600 piculs for China—between Lungchow and the frontier,—in all, about 1,000 piculs for the Tso-kiang valley. Native dealers here said that the quantity and quality of oil might have been superior had not the seed been over-desiccated by the drought from which the whole neighbourhood suffered. As to the Yu-kiang valley, it was not possible to give exact figures of the production, for now it principally produces fruit (aniseed).

Following a year of disastrous drought, the timely rains of 1901 produced a better crop, yielding about 80 per cent. of a full crop. The quantity imported through this office was 556 piculs, against 164 piculs and 231 piculs in 1899 and 1900 respectively. Prices paid here were between \$220 and \$290 per picul; and in Hongkong, between \$240 and \$330.

The following table shows the amount of aniseed oil declared as imported from Langson (Tonkin) during the last 10 years, and the highest and lowest prices per picul in the Lungchow market:—

	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	3 piculs.	19 piculs.	390 piculs.	64 piculs.	180 piculs.	198 piculs.	356 piculs.	164 piculs.	231 piculs.	556 piculs.
Highest.....	\$ 210	\$ 240	\$ 300	\$ 495	\$ 435	\$ 482	\$ 360	\$ 355	\$ 300	\$ 290
Lowest.....	190	235	285	335	300	330	300	310	240	220

All the above quantities were sent to Pakhoi and exported thence. In 1895 there were 5 piculs, and in 1896 there were 69 piculs, exported hence to Langson on Foreign account. Attention may be called here to the low Duty on aniseed oil at this port. The Tariff Duty is *Hk.Tla* 5 on a picul, worth about *Hk.Tla* 170, or just over 2½ per cent.; and when the oil is imported at Lungchow from Tonkin, the Duty is reduced three-tenths, under the Convention of 1887 with France. The Duty received at Lungchow is barely more than 2 per cent. on the value.

Salt.—All salt in use in this province is imported from Kwangtung, where it is produced by natural or by artificial evaporation in the districts of Hui-chou-fu (惠州府), Ch'ao-chou-fu (潮州府), Kao-chou-fu (高州府), Kuang-chou-fu (廣州府), and Lien-chou-fu (廉州府). The production and manufacture of salt are a monopoly in official hands in some of these districts, and farmed out in others. Coarse or natural salt (生鹽) is imported all over the north and east of the province, in the prefectures of Kwei-lin (桂林), Ping-lo (平樂), Hsün-chou (潯州), Liu-chou (柳州), Ch'ing-yüan (慶遠), and Pin-chou (賓州). The three prefectures of Nanning (南寧), Tai-p'ing (太平), and Ssu-ên (思恩) are supplied with refined salt (熟鹽) from Lien-chou (廉州). This same salt is also used in Yu-lin-chou (鬱林州), Ts'ên-hsi-hsien

(岑溪縣), and Jung-hsien (容縣), where it is imported from Kao-chou (高州). The annual consumption for the province, say the "Kwangsi Records" (廣西通志), is fixed at 412,600 piculs.

Salt imported from Lien-chou (廉州) for Nanning and Lungchow is conveyed by the following routes:—

- 1°. Ch'in-chou (欽州) by boats to Lin-wu (六屋), 130 li north of Ch'in-chou, thence overland to Sha-p'ing (沙平), about 110 li north-east of Lin-wu, whence it is again transported by boats to Nanning *via* Yung-ch'un (永淳) and Lungchow.
- 2°. Lien-chou (廉州), Ling-shan-hsien (靈山縣), Nan-hsiang (南鄉), Yung-ch'un, Nanning, and Lungchow.
- 3°. Ch'in-chou, Shang-shu-chou (上思州), Ning-ming-chou (寧明州), and Lungchow.

Salt reaching the West River at Nan-hsiang (南鄉) is not allowed to be sent eastward, where it would compete with salt from Wuchow.

According to the Kwangsi Likin tariff (廣西釐金則例), Import Likin (入境) at the rate of Ta 0.50 per 200 catties is levied on salt on importation into the province, and also an excise due (落地) of Ta 0.30. The same salt, if exported, also pays Export Likin (出境) at the same rate.

I am informed that these taxes are collected at Wuchow, where the Salt Intendant of Kwangsi resides. In the south-west corner of the province there are salt stations at Nanning and Po-sé, with branch offices at Nan-hsiang, Yung-ch'un, and Shang-lin (上林). Salt from Lien-chou must be reported to Nan-hsiang station, where a transit certificate is issued, which has to be viséd by the Yung-ch'un station. On arrival at Nanning the salt merchant, on production of the certificate, is charged 200 cash per picul, and a Ching-fei tax (經費) of Ta 0.06 per picul is levied. The quantity passing Nanning is estimated at 200,000 piculs a year. Salt exported from Nanning to Po-sé must be accompanied by a transit certificate issued by the Nanning office, which has to be viséd by the Shang-lin station, a branch of the Po-sé office. At Po-sé the tax leviable is Ta 0.24 per picul, and if sent to Po-ai (剝隘), another Ta 0.20 is charged.

The annual importation of salt into Lungchow is estimated at 19,000 piculs, 12,000 piculs of which arrive *via* Nanning, and 7,000 piculs *via* Ning-ming-chou.

The only tax paid here is collected on arrival by the Lung-chou-t'ing *ch'uan-hang* (龍州廳船行). This *ch'uan-hang* levies 100 cash per large basket (120 to 180 catties) of salt imported from Nanning.

As to salt imported from Ch'in-chou *via* Ning-ming-chou, it is packed in small baskets of about 40 catties, and pays at Ning-ming-chou and Lungchow 32 cash per basket.

The Lungchow salt sells wholesale from *Local Ta* 1.40 to *Local Ta* 2.40, or *Hk-Ta* 1.25 to *Hk-Ta* 2.15, per picul. The retail price is from 28 to 42 cash per catty.

(g.) There are different sizes of Native craft employed in the carrying trade between Lungchow and Tonkin. The largest has a capacity of about 160 piculs, employs a crew of 7 or 8 men, and costs \$120; the smallest size has a capacity of about 20 piculs, employs a crew of 3 or 4 men, and costs \$40. These boats take out no ships papers or registers. Their masters and crew are all provided with passports by the French Consul. They carry general cargo to Tonkin, and bring hack dye-stuff, timber, rice, etc. The per-centage of wrecks is comparatively small.

The following table shows the number of boats, inwards and outwards, reported to the Customs during the decade:—

YEAR.	ENTERED INWARDS.	CLEARED OUTWARDS.
1892.....	461	346
1893.....	428	310
1894.....	338	180
1895.....	353	148
1896.....	275	162
1897.....	315	218
1898.....	368	183
1899.....	411	206
1900.....	465	157
1901.....	468	147

To the above may be added 2,024 rafts arrived from Tonkin during this period. These rafts brought here dye-stuff and timber. The bamboo poles of which they are built are sold here on arrival.

The following table gives particulars in connexion with the different types of Native junks and boats frequenting this port which do not report to the Customs:—

NAME.	ESTIMATED CAPACITY.	NUMBER OF CREW.	COST.	PLACE OF TRADE.
馬門船.....	Piculs. 300	14	\$ 450	Kwangtung and throughout Kwangsi.
馬老龍船.....	1,000	20	600	
茅川船.....	700	14	550	
大島船.....	600	16	500	
兩湖船.....	400	12	400	Hunan, Kwangtung, and throughout Kwangsi.
寧明船.....	70	6	80	
上思船.....	60	5	70	Ning-ming-chou and Nanning. Shang-shu-chou, Ning-ming-chou, and Nanning.

None of the above boats are provided with ships papers or registers, except receipts from the various Likin stations for Duty paid. They are mostly owned by the master, who

lives on board with his family. It is said that there are no large profits in this business, as freights and passenger fares are low when the time and the length of the voyages are taken into consideration.

The Import cargo consists of paper, earthenware, salt, soft-wood timber, Foreign piece goods, cotton yarn, kerosene oil, matches, and Foreign and Native sundries; the return cargo is made up of dye-stuff, timber, sugar, beans, ground-nut cake, etc. No Import or Export Duty is charged here on merchandise.

The Lung-chou-ting *ch'uan-hang* (龍州輪船行) levies 200 cash Tonnage Dues on each boat entering and leaving the port. There is no Native insurance of any kind. The per-centage of losses, chiefly by wreckage on the rapids, is stated to be as high as 10 per cent. per annum.

The Nanning-Lungchow Stern-wheel Boat Company (甞龍利濟局) was established in 1893 with a capital of $\text{T}12$ 7,200, divided into 600 shares. Su Kung-pao was the founder; he owned at the beginning 100 shares, the Kwangsi Frontier Garrison (廣西邊防各營) subscribed for 400 shares, and the remaining 100 shares were issued to the merchants of Nanning and Lungchow. But Su Kung-pao, having bought from time to time all the other 500 shares from his various partners, has now become the sole proprietor of the company. Its head office is at Nanning, and is managed by a weiyuan appointed by Su Kung-pao, and there is a branch office in the Lungchow city. It maintains three stern-wheel boats, which were all built in Canton. Each boat is worth about $\text{T}12$ 500, has a capacity of 250 piculs, and employs a crew of 22 men. The rate of passage varies, according to accommodation, from $\text{T}3$ to $\text{T}6$ per passenger for up-river trip, and from $\text{T}2$ to $\text{T}4$ for down-river trip.

The rate of freight is determined by the value of the merchandise. Opium, all coming from Nanning, is the best freight-paying Import. Kuang-nan opium is charged $\text{T}12$ 0.50 per box of about 800 taels; and P'u-an opium, $\text{T}12$ 0.33 per box of about 500 taels. The inward freight on general cargo from Nanning varies from $\text{T}12$ 0.10 to $\text{T}12$ 0.25 per picul; and outward rate from Lungchow, from $\text{T}12$ 0.10 to $\text{T}12$ 0.20 per picul. About four trips either way are made monthly. I am told that it costs the company about $\text{T}12$ 7,500 a year for the maintenance of its offices and boats, and it makes, at the same time, a net profit of from $\text{T}12$ 1,500 to $\text{T}12$ 2,500.

(r.) With the exception of the Haikwan Bank (鎮南關官銀號), there is no banking establishment at this port; and this bank merely receives the Dues and Duties on ships cargoes, without conducting any other monetary transactions. The general remitting business of this port is managed through any reliable firm which may have a house in the place for which the money is destined; in the event of there being no such firm, an order is sent to an agent at Wuchow or Canton to forward the money to its destination. A large proportion of the merchants here have agencies at Wuchow, Canton, Fatsan, and Pakhoi. Loans are also effected with the rich merchants. The rate of interest charged on loans by them varies greatly, according to local requirements and trade fluctuation, rising as high as 3 per cent. a month and falling to $1\frac{1}{2}$ per cent. or slightly less; and that generally allowed on deposits, from 1 to $1\frac{1}{2}$ per cent. a month, and, in some rare cases, as much as 2 to $2\frac{1}{2}$ per cent. Private remittances of small sums are made by means of the remittance certificates bought at the Imperial Post Office here.

The following table shows the number and value of remittance certificates issued by the Imperial Post Office during the year 1901:—

OFFICES AT WHICH PAYABLE.	NUMBER OF CERTIFICATES ISSUED.	AGGREGATE VALUE OF CERTIFICATES ISSUED.
Canton	908	\$ 8,722
Foochow	321	2,856
Shanghai	92	700
Wuchow	22	177
Nanking	8	80
Klungchow	3	20
Pakhoi	6	60
Wuhu	1	10
TOTAL	1,361	12,625

(s.) There are no postal facilities here except the usual Government couriers for carrying official correspondence only. Such mail matter is forwarded by couriers, who travel on foot and make the journey between Lungchow and Kuei-lin, the provincial capital of Kwangsi, at ordinary speed, in 18 days. Private correspondence to and from Nanning is forwarded either through the Imperial Post Office or by letter couriers—the latter leave every alternate seven days; and between Lungchow and Nanning the postal rate, charged on delivery, varies from 20 to 60 cash for each cover. There is also a Ch'in-chou courier service, which transmits all postal matter to and from Ch'in-chou and the towns through which the letter couriers pass. They are despatched at 10 days interval, and the postage for a letter to Ch'in-chou is 100 cash. Letters for Wuchow are generally carried free of charge by the cargo-boats trading to that place, and they are sometimes sent through the Imperial Post Office by the roundabout way of Langson, Haiphong, Hongkong, and Canton.

(t.) In the working of this office the only important change which has occurred during the past 10 years has been the establishment, in 1897, of the Imperial Post Office, under the direction of the Inspector General. This innovation required a special staff of Natives, consisting of two clerks, one letter-carrier, and six couriers. Letters and mail matter from the public are forwarded to and from the open ports through Tonkin and Hongkong. The Imperial Post Office established in June 1900 a courier service between Lungchow and Nanning, connecting there with the Pakhoi-Nanning service. Three additional couriers were engaged for this purpose. Couriers are despatched every day to Langson and every five days to Nanning.

Since 1899 the inland transit business has shown a very marked expansion, which added considerably to the volume of the office work. There were 275 Transit Passes issued during the year 1901, against 59 in 1899. On the whole the business of this office has of recent years increased, owing to more Reports and Returns being now required than formerly. No addition has been made to the staff of the Revenue Department during the decade.

(u.) During the past 10 years the only noteworthy development, from a Foreign point of view, in matters military, naval, industrial, financial, or administrative in this neighbourhood

has been the establishment by SU Kung-pao, the Kwangsi Ti-tai, of an Arsenal (製造局) at Lungchow for the manufacture of ammunition. The factory is located at the Kung-mu Hill (公母山), about 3 li west of the city. Machines for minting subsidiary silver coins have been imported from Canton, and will also be erected there.

(v.) The following missionary societies are represented in the province of Kwangsi: the Missions Étrangères de Paris, the Christian Missionary Alliance, the Wesleyan Methodist Mission, and the American Baptist Mission. The Spanish Dominican Friars were the first Catholic missionaries who came to Kwangsi, but they have left the province.

Catholicism suffered very cruel persecution at the beginning, and the missionary work was consequently much restricted for a long time; but of late years, owing to continued efforts on the part of the missionaries, it has been developing gradually.

The Missions Étrangères de Paris, first represented in this province in 1875, have now a bishop, a vicar-apostolic, and some 20 priests spread all over the province. The bishop resides at Nanning, and the pro-vicar at Kuei-lin—the capital of the province. The total number of Catholics is estimated at about 1,850, and the number of catechumens at about 5,000. So far three bishops have officiated in the province: Mgr. FOUCARD, from 1878 to 1889; Mgr. CHOUZY, from 1889 to 1899; and Mgr. LAVESTE, the present bishop. Mgr. CHOUZY died at Wuchow in September 1899 of blood poisoning, caused by the bite of a fly. At Lungchow the Missions Étrangères de Paris have a large, handsome building, which was erected about three years ago. At Nanning they have a church in Foreign style, and a French school for the Chinese is to be opened there soon. During the decade several of the missions were attacked and pillaged by armed robbers, two French priests losing their lives.

The Protestant missionary societies have the centre of their propaganda at Wuchow. The Christian Missionary Alliance has 22 missionaries and about 100 converts stationed in the districts of Wuchow, Hsün-chou, and Nanning. The Wesleyan Methodist Mission has two missionaries and about 40 converts stationed in the district of Wuchow. The American Baptist Mission has three missionaries and about 200 converts stationed in the districts of Wuchow, Ping-nan, and Ping-lo.

(w.) There are three old guilds at Lungchow (as was stated in the last Decennial Report), one representing merchants from Kwangtung province (粵東會館), one representing merchants from the provinces of Hunan and Hupeh (兩湖會館), and one representing Kiangsi merchants (江西會館).

As the trade of Lungchow is chiefly in the hands of Cantonese merchants, their guild is the most important *hui-kuan* in this port. There are no printed or written rules as to the duties or privileges of members in any of these guilds. So far, Lungchow men have no *hui-kuan* in other provinces.

(x.) Of the officials sprung from this province the best known is TS'EN CH'UN-HSUAN (岑春煊), the third son of TS'EN YU-YING (岑毓英), the late Governor General of the Yunnan and Kweichow provinces, at present Governor of Shensi; there should also be mentioned T'ANG CHING-SUNG (唐景崧), ex-Governor of Formosa, who, with LIU YUNG-FU, established the Formosan Republic in 1895.

(y.) The only work of any merit during the period is the republication of the "Kwangsi Provincial Records" (廣西通志), in 80 volumes. This large work is a revision of the edition of CHIA-CH'ING, 5th year (1800), and was published at Knei-lin-fu by the 桂垣書局. It is known as the edition of KUANG HSÜ, 17th year (1891), although it was not completed until 1893.

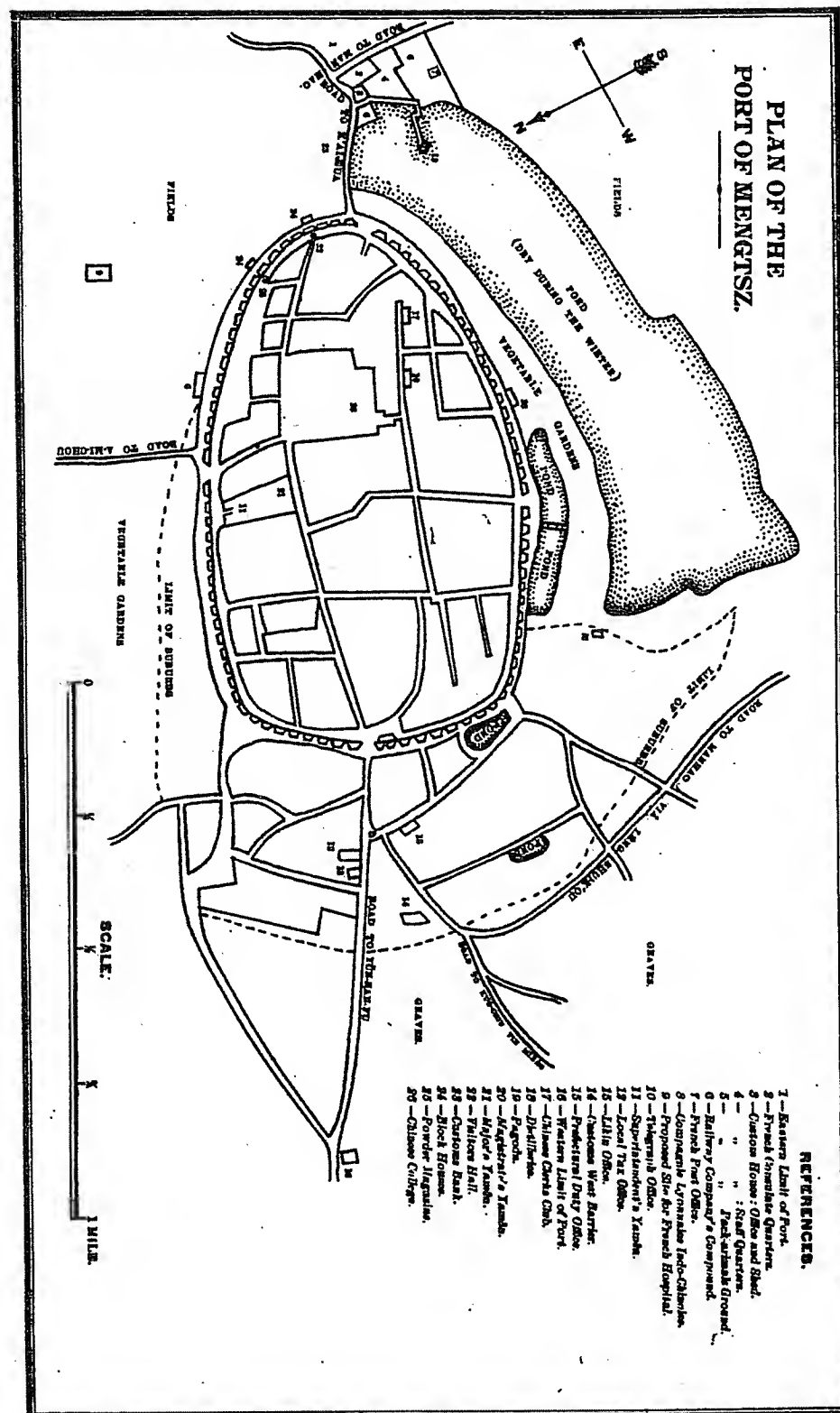
(z.) There is nothing in the history of the province for the last decade to indicate that the immediate future will witness any marked change in its political, social, industrial, or commercial condition. When the Tonkin Railway is extended to Lungchow the trade of that port will no doubt take that route, but there is nothing to show that it will receive much expansion unless the cost of transport of goods is far cheaper than by the West River and the Pakhoi routes. Another necessity for the growth of the trade at this port is security from piracy on the rivers which lead to Lungchow, also on the land routes between Ch'in-chou (欽州) and this port.

J. H. FOUGERAT,

Assistant-in-Charge.

CUSTOM HOUSE,

LUNGCHOW, 31st December 1901.



MENGTSZ.

DECENNIAL REPORT, 1892-1901.

(a.) The fair promise given by the traffic of this frontier mart during the first 30 months of its existence at the close of the last decennial period (1882-91) was fully maintained throughout the subsequent decade (1892-1901), which marks an eventful and interesting epoch in the external history of the province.

The traffic of the first five years was badly handicapped by floods, famine, and plague. A steady advance was nevertheless registered by our statistics year after year till 1898, when the total gross trade value of the port expanded to three times the figures of the initial years. The extraordinary increase in the commercial activity of the central part of the province since 1898 may be accounted for partly by the general peace and prosperity it has enjoyed during the latter half of the decade, but more also by the falling silver exchange, which brought increased buying power to the producer.

The navigability of the upper waters of the Red River for small steam-launches was assured since 1893, after surveys made by the French as far as Laokai. Since that year small steam-launches of the Compagnie Fluviale Tonkinoise Subventionnée (Messrs. MARRY & D'ABBAIDIE) ran regularly, in summer only, between Hanoi and Laokai; but the introduction of steam traffic on the Red River had no appreciable effect on the Yunnan trade, Chinese merchants continuing to ship their cargoes by junks in order to time their arrival better and thus keep up market prices.

In 1893 the French Customs Tariff (law of the 11th January 1892) began to be applied to Yunnan's transit cargo, which hitherto had been allowed to pass Duty free. On the 1st July of the same year the Tonkin Régie took over the administration of the Opium Farm and began buying Yunnan opium in steadily increasing quantities for consumption in Tonkin and Annam.

Foreigners commenced to erect residential houses of the hnggalow style with gable roofs in 1894. The French Consulate and the Customs took up adjoining sites outside the East Gate. The following year saw the erection of the Custom House and the Examination Shed in front of the Customs compound. In 1900 half a dozen buildings of the same style were erected south of the Customs grounds to accommodate the administration of the projected Yunnan railway. The same year the Compagnie Lyonnaise Indo-Chinoise opened their premises outside the North Gate.

The work of delimitation of the Yunnan-Tonkin frontier east of the Red River began early in 1893 and was satisfactorily completed by the end of 1894. The boundary was marked

in 1896, when the frontier west of the Red River from French Lungpo to the Mekong was delimited.

By the clauses of the Supplementary Treaty of the 20th June 1895 to the Additional Treaty of Commerce of 1887 between France and China, Hokow, a village in front of Laokai, on the Red River, and Szemao, the Esmok of the ancient traders, on the south-western border, were opened to Franco-Annamite trade under the same favourable conditions as Mengtaz and Lungchow. Rules were framed to encourage transit trade in Chinese produce between the four frontier marts by way of Tonkin. French Consulates were established at Hokow and Szemao in August 1896. An office of the Imperial Maritime Customs was opened at Hokow on the 1st July 1897 as a branch of the Mengtaz Customs. Article V of the Supplementary Treaty, known as the GÉRARD Treaty, relates to mines in Yunnan, Kwangsi, and Kwangtung, and railroads in Annam; and provides that, if about to open mines, China can first address herself to French merchants and engineers, and that the ordinary local Chinese mining regulations are to govern any such enterprises; and, again, that China and France can arrange for the frontier junction of Annamese and Chinese railroads. Article VI adds a clause to the Chefoo Franco-Chinese Telegraph Agreement of the 1st December 1888 to provide for the junction of the Chinese (Szemao) and Annamese (Menghayang, 孟阿營) lines. Article VII declares the supplementary stipulations to apply only to the land frontier.

The Anglo-French Convention of the 15th January 1896, settling territorial questions which arose between the two countries with regard to their Indo-Chinese boundaries, has an important bearing also on Yunnan affairs. Article IV of that Convention stipulates that the privileges and advantages obtained from the Chinese Government in Yunnan by either Power are understood to be immediately accrued to the other. This equality of opportunity for the two European Powers bordering on Yunnan has created a rivalry between them in pushing their railway systems from Burma and Tonkin into Yunnan, with the view of tapping the trade of the Upper Yangtze provinces.

As a compensation for the Franco-Chinese Treaty of June 1895, by which China gave up to Annam her suzerain rights in Kienhung, on the left bank of the Mekong, contrary to the letter of an Anglo-Chinese stipulation of 1894, England claimed and obtained from China at the end of 1897 two districts adjoining her Northern Burma boundary and the concession of extending her Burmese railway lines into Yunnan. By the same Convention a British Consulate was established at Szemao in 1898.

Soon after the conclusion of the war between China and Japan, which was hardly felt in Yunnan, the Lyons Commercial Mission arrived at Mengtaz, in December 1895, with the object of studying for two years the possibilities of trade with Yunnan, Szechwan, and Kwangsi; and by its reports great hopes were entertained of attracting a considerable portion of the Yunnan, Szechwan, and Kweichow trade *via* Mengtaz down to the Red River and Haiphong.

The upper waters of the West River, the alternate route from South Yunnan to the sea, having never been free from pirates, much of the overland traffic with the Two Kwang by that route had disappeared in the early part of the decade. The opening of Wuchow, in Kwangsi, as

a Treaty port in 1897 brought on a revival of traffic in Foreign goods covered by Transit Passes, issued at Canton, Wuchow, and Pakhoi to the aggregate average value of *Hk. Ta* 500,000 yearly. About 20 opium firms, scattered between Kuang-nan, Po-sé, Nanning, and Wuchow, continue to forward a large amount of opium yearly down the West River to the Two Kwang, the article not being assimilated, by special convention, to other Native goods when re-entering China by either a frontier port or a maritime port *via* Tonkin.

The latter part of the decade was marked by great activity in surveying roads for the extension of the Tonkin and Burma railway systems into Yunnan. The Burmese line, Moulmain-Mandalay, is expected to reach the South-western Yunnan boundary at Kuulun Ferry, on the Salween (23.30 latitude), by the end of 1903. In 1899 surveys were made by English engineers in the western and northern parts of the province, with the object of finding possible lines of further extension of the Burmese railroad system to Yün-nan-fu and to the Yangtze Valley. As part of a great railway scheme in Tonkin adopted by the Chambers in 1898 a railway line from Laokai to Yün-nan-fu was decided on, as an extension of the Haiphong-Laokai line, upon plans prepared by Mr. GUILLEMOT, Director of Public Works of Indo-China. Studies were also made for a possible extension of this line from Yün-nan-fu to the Yangtze.

In July 1901 the Compagnie Française des Chemins de Fer de l'Indo-Chine et du Yunnan was formed, with a capital of 70,000,000 francs, for the construction of the railway line Laokai-Yunnanfu, length 468 kilomètres, interest on the capital to the extent of 3,000,000 francs yearly being guaranteed by the French Government. The right of working the Haiphong-Laokai line, length 385 kilomètres, which is being constructed by Indo-China, has been granted to the same company, who will thus control the entire line from the sea to Yün-nan-fu for a total length of 853 kilomètres, or about 530 miles. The gauge of the line is to be 1 mètre. It is computed that the cost will run up to about 200,000 francs per kilomètre, as considerable difficulties have to be overcome between Laokai and Mengtaz in the ascent of 1,500 mètres on a length of 110 kilomètres. Another reason of the high cost is the obligation imposed in the contract to use only material of French origin. Its construction and exploitation are subject to the control of the Public Works Administration of Tonkin. The line is to revert to the colony after 75 years. The Laokai-Yunnanfu line should be opened for traffic by April 1907. Work commenced at the Hokow end early in December 1901. The line enters China from Laokai, goes over the Nan-hsi, which is spanned by an iron bridge, completed at the end of December 1901, and follows the left bank of the Red River for 65 kilomètres, from Hokow to the Hsin-hsien stream. This section contains 2 kilomètres of bridges and 2 kilomètres of tunnels. From the mouth of the Hsin-hsien stream it ascends to a height of 275 mètres, over a gradient of 19 centimètres per mètre. This ascent is developed over two tunnels in the mountain which forms the basin of the stream. After another tunnel and considerable masonry work it emerges at Hsin-hsien village. From this point to Mengtaz another tunnel is necessary. This second section, length 87 kilomètres, contains 13 kilomètres of tunnels and about 1 kilomètre of bridges. As a preliminary work, an overland road, starting from the river bank at Chinese Lungpo, below Hsin-kai, half-way between Hokow and Manhao, and ascending by the Hsin-hsien valley to the village of the same name, was made by the French in 1899.

On the night of the 22nd June 1899 a rebel attack against the Customs and the Consulate was made by some 200 to 300 miners of the Ko-chiu tin mines. Foreigners say to avenge one of their chiefs who had been unjustly dealt with by the local authorities, and Natives maintain as a demonstration against railway schemes. Fuller details of this event will be given further on.

1900 remains memorable for the sudden evacuation of Yunnan by all Foreigners, consequent on general mistrust caused by the anti-Foreign riot of the 10th June at Yün-nan-fu and the uncertain state of affairs arising out of the Boxer troubles in the North. The French Consulate at Mengtaz was closed for nearly a year, from July 1900 to June 1901, when the French authorities and residents returned to Mengtaz. The Commissioner of Customs with a part of the staff withdrew to the frontier station at Hokow, where Customs work was transacted under provisional rules from July 1900 to the end of January 1901, when the staff returned to Mengtaz.

In June 1901 an Anglo-French syndicate was formed for the working of mines in Yunnan. At the head of the syndicate is Consul-General EMILE ROCHER, whose name has been connected with the province off and on since the time of the Mahomedan Rebellion and the travels of DUPUIS down the Red River in 1872. Two American mining engineers arrived later on, and went out prospecting on behalf of the syndicate in the north-eastern part of the province. On the 12th October of the same year the Imperial Post Office inaugurated a courier service extending from the capital to Po-sé, the terminus of the West River navigation, with the view of connecting with Chinese overland lines at Nanning. 10 stations, extending over a length of 3,000 li, from Hokow to Yün-nan-fu and from Szemao to Po-sé, were functioning at the end of the year. At the same time the French post office, which in 1900 had been extended to Mengtaz and Yün-nan-fu for the Railway Mission, was thrown open to the public and connected with Chungking. In November 1901 an Imperial proclamation denouncing the Boxer rising was posted under the Mengtaz Gate.

Very few administrative changes were recorded to have taken place during the decenary. The Fu-chou (富州) hereditary Tu-ssü-ship in the prefecture of Kuang-nan was replaced by a Chinese Sub-Prefect, and the An-ping T'ing's yamén was transferred from K'ai-hua to Mapai-kuan. At the capital the 洋務局 was added to the Shan Hou Chü (善後局) for the management of Foreign relations, and the 農工商務局 (Board of Agriculture, Works, and Trade) was created for the improvement of provincial resources. No changes are reported in the older institutions of the capital, like the Arsenal (機器局), the Army Depot (軍械所), the Powder Magazines (軍火局), the Mining Department, and the Peking Copper Office. Instruction in military drill in Foreign style is given at Yün-nan-fu by two Chinese officers from the Nanking Arsenal. WANG WEN-SHAO (王文韶), at present the head of the Chinese Foreign Office (Wai-wu Pu) ruled this province as Governor General from 1890 to 1894, and was greatly liked at a time when much distress prevailed on account of famine, floods, and plague. The present Governor General of Yunnan and Kweichow, WEI KUANG-TAO (魏光燾), took over the seals of office in June last.

The Final Protocol signed at Peking on the 7th September 1901 made no changes at the frontier ports.

(b.) A glance at the following table of the total annual values of trade, excluding Re-exports, during the period under review shows that the Yunnan trade by the Red River grew during the last five years three times as large as that of its initial volume. If there is a halt in a year or two, the deficiency is made up in the next, the movements of cargo being dependent on those of junks and pack-animals, the quantity of existing stocks, and the rise and fall of the river.

YEAR.	IMPORTS.	EXPORTS.	TOTAL.
	Hk. Tn.	Hk. Tn.	Hk. Tn.
1892.....	1,149,575	735,490	1,885,930
1893.....	1,524,290	735,204	2,259,494
1894.....	1,241,879	943,321	2,185,200
1895.....	1,809,253	1,033,066	2,842,319
1896.....	1,627,036	849,639	2,476,675
1897.....	2,394,028	1,057,737	3,451,765
1898.....	2,453,839	1,218,811	3,672,650
1899.....	3,373,041	1,883,297	5,256,938
1900.....	2,903,242	2,439,088	5,402,330
1901.....	3,748,339	3,066,934	6,815,273

As the value of the Export trade is four-fifths of that of the Import trade, the balance must not be taken as going out in the shape of Treasure, but as representing that portion of Yunnan's Exports, chiefly Opium, which goes out to the Two Kwang by the West River route. The remarkable expansion the trade has shown since 1897 cannot be explained by the reduced Tariff in force at the frontier ports, or by the cheapening of freights or the improvement of roads, but would seem to be mainly due to the increased profits realised by staple Exports re-invested in Foreign goods at Hongkong.

The following table shows the proportional share taken by Hongkong and Tonkin in the Mengtaz trade during the decade:—

YEAR.	IMPORTS.		EXPORTS.	
	Hongkong.	Tonkin.	Hongkong.	Tonkin.
	Hk. Tn.	Hk. Tn.	Hk. Tn.	Hk. Tn.
1892.....	1,002,251	146,814	643,728	92,627
1893.....	1,414,509	109,781	613,509	121,695
1894.....	1,097,540	144,339	773,677	169,644
1895.....	1,683,073	126,180	821,500	211,566
1896.....	1,541,227	85,809	715,421	134,218
1897.....	2,319,608	74,420	866,771	190,966
1898.....	2,371,157	82,682	1,013,663	205,148
1899.....	3,303,680	60,961	1,566,821	316,476
1900.....	2,847,416	115,826	1,969,455	469,633
1901.....	3,628,118	120,221	2,513,663	553,271

Imports from Tonkin having dwindled year after year, owing to the diminished demand for Raw Cotton, which has been ousted by imported Native Cotton Cloth, began to recover

ground in 1900, through the opening at Mengtaz of a branch of the Compagnie Lyonnaise Indo-Chinoise. The yearly increase in the value of Exports to Tonkin is due entirely to Opium bought by the Tonkin Opium Administration. Of the total trade of 1901, Hongkong's share was 90 per cent. and Tonkin's share 10 per cent., against 85 and 15 per cent. respectively at the end of the previous decennial period.

Taking staple Imports singly, the quantities imported during the second half of the decade were, as a rule, double the quantities consumed during the previous quinquennial period.

Among Cotton textiles, Grey Shirtings advanced from 7,525 pieces in 1892 to 33,086 pieces in 1901, and White Shirtings followed suit, from 403 pieces to 819 pieces, during the same period. 32-inch T-Cloths were taken to the extent of 5,864 pieces in 1901, while about 3,000 pieces were deemed sufficient during the first five years. 36-inch T-Cloths come next with 9,929 pieces in 1901, against 7,572 pieces in 1892. 1899 is the record year in which large stocks of every variety of Cotton fabrics were placed in this market. The demand for Turkey Red Cambrics was well sustained throughout the decade, supplies varying from 954 pieces in 1892 to 6,000 pieces in 1901, though the incidence of the reduced frontier Duty on this article amounts to 10 per cent. of its local value. Cotton Lastings advanced from 93 pieces in 1895 to 9,881 pieces in 1901. Japanese Towels began to be imported in 1894 with 367 dozens, and by the end of the decade displaced the European article by 3,052 dozens. Handkerchiefs have at no time been in much favour in Yunnan. Velvets and Velvetens, much affected as they are by Mussulmans, remained somewhat stationary—from 2,090 pieces in 1892 to 2,254 pieces in 1900, and doubled in 1901 with 4,014 pieces. Indian Cotton Yarn, count No. 10, is the staple Import, its value being 70 per cent. of the total Import trade. It began with 27,512 piculs in 1892, doubled in 1897, and rose to 97,273 piculs in 1899 and 86,547 piculs in the closing year of the decade, South Szechwan and Western Kweichow taking about 5 per cent. each of the whole Import. Japanese mills began to compete in 1897 with 2,392 piculs, and rose to three times that quantity in 1899, receding to 3,471 piculs in 1901. Tonkin mills appeared in the field with 8 piculs in 1896, and rose to 272 piculs in 1901.

The following table, showing the average yearly market prices of the principal varieties of Cotton Goods, indicates that in spite of the gradual fall of 30 per cent. in the sterling value of silver prices, the tasl prices of 1901 were not much higher than those of 1892:—

	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	7h	7h	7h	7h	7h	7h	7h	7h	7h	7h
Shirtings, Grey.....Per piece	2.40	2.30	2.40	2.30	2.30	2.40	2.80	2.90	3.00	3.10
White....."	3.00	3.00	3.40	3.20	3.50	3.50	4.60	4.80	4.80	4.80
T-Cloths, 32 inches....."	1.70	1.60	1.70	1.80	1.70	1.80	2.20	2.00	2.00	2.20
36....."	2.10	2.10	2.10	2.20	2.20	2.20	2.80	2.80	2.80	2.80
Obintzes and Furnitures....."	5.40	4.00	4.20	5.00	5.80	5.80	5.50	5.50	5.60	6.00
Cotton Yarn, Indian.....Per picul	23.00	23.00	23.00	25.00	24.00	29.00	26.00	23.00	23.00	27.00
" Japanese....."	...	...	...	...	...	31.00	29.00	26.00	27.00	29.00

Among Woollens, the favourite fabric is Long Ella. It advanced steadily from 1,630 pieces in 1892 to 11,273 pieces in 1901. Not much inquiry is made for other woollen cloths, though the climate of Northern Yunnan, at an average altitude of 6,000 feet, ought to be sufficiently cold for a good demand to spring up as the well-to-do classes increase. Blankets likewise began to compete with the Native felt and warm cotton quilts only during the last three years.

Metals call for no remarks.

Among Sundries it is worthy of note to compare how the Native Cotton Cloth has been making a yearly steady progress from 58 piculs in 1892 to 1,826 piculs in 1901, while the Raw Cotton from Tonkin has been as steadily receding from 4,801 piculs to 83 piculs for the same years. The inverted position of these articles at the end of the decade would tend to show that the Native fabric can be placed on the market at a cheaper rate than the Foreign raw material, which is near at hand. Cotton with Seed, which is used for wadding clothes, has remained unaltered. Aniline Dyes made their first appearance in 1894 with a value of *Hk.Fta* 4,491, and show an erratic but upward course. Lamps and Lampware have increased tenfold, and Looking-glasses would have also come into high favour but for the risks and difficulties of transport. Brass Buttons have had a remarkable career, attaining to 26,328 gross in 1901 from a beginning of 4,910 gross in 1892, though weighed down by the reduced Tariff Duty of 9 per cent. on the local value. European Wood Matches stood at 26,840 gross only. By the year 1899 the European article dropped out of sight and the Japanese Match remained alone in the field, attaining in 1901 to the remarkable figure of 134,907 gross. This is one of the few articles which are sent inland under Likin Pass. American Kerosene Oil, in spite of the high freights ruling, which more than double its laying-down price at Hongkong, has taken a firm hold among these mountains. It began with 2,520 gallons in 1892 and reached 78,735 gallons at the close of the decennial period. Some consignments of Sumatra Oil were sent here in 1895, 1896, and 1898, but soon disappeared from our lists. Prepared Tobacco, from 8,743 piculs to 11,693 piculs, cannot be said to have advanced much in 10 years, the local supply being probably on the increase to meet the demand of the pipe-loving Yunnanese. Japanese Umbrellas rose from 409 pieces in 1892 to 36,341 pieces in 1901, the article being a token of respectability among every class. The increase is all the more remarkable inasmuch as the reduced Tariff Duty is actually higher than the 5 per cent. *ad valorem* rate. Coffin-wood from Tonkin remained stationary or nearly so throughout the decade, though by the ravages of the plague in the early years a greater demand than usual might have been expected for this article. In 1894, owing to poor crops during the two previous years, the price of Rice rose to three and four times its usual cost in every part of the province, but only 232 piculs of Rice were brought from Tonkin. Yunnan's population has no need yet of importing foodstuffs. Native produce, like Chinaware, Paper, Cuttle-fish, Silk Piece Goods, Fire-crackers, Boots and Shoes, Dried Lichees, etc., was imported in no large quantities except in 1901.

The Export trade has grown threefold the volume of its initial years only during the last two or three years, but to this growth no new article has contributed apart from Opium and Tin, which remain the staple products of the province. Opium, of which only 253 piculs were sent to Tonkin in 1892, gradually advanced to 1,751 piculs in 1901. The Tonkin Opium Administration, which succeeded the monopoly of the Opium farmer in July 1892, absorbs

the greater part of this article, the balance—about 200 piculs yearly—finding its way into Laos by the San Mêng and Wang-pu-tien districts, on the right bank of the Red River. Its market value per picul rose from Ft 210 in 1892 to Ft 368 in 1901, in sympathy with the rise in price of almost every commodity. Tin, in Sipsa, from the Ko-chin mines, the main article which goes to pay for Imports, increased from 34,666 piculs in 1892 to 50,831 piculs in 1901, or 48 per cent. The output is hampered, not only by want of water at the mines, but also by the contract system which prevails among exporters. It being used as a means of remittance to Hongkong, its Mengtsz price has risen, in sympathy with the rise in prices in the Hongkong market, from Ft 18.50 per picul in 1892 to Ft 49 per picul in 1901.

To the total value of Exports in 1901— Hk.Ft 3,066,934—Tin, all for Hongkong, contributed Hk.Ft 2,457,545, or 80 per cent.; Opium, all for Tonkin, Hk.Ft 515,817, or 17 per cent.; and other Sundries, 3 per cent.

Among the minor Exports, Pu-érh Tea, in transit to Hongkong and Tonkin to an average of about 2,000 piculs yearly, does not show any signs of expansion, difficulties of carriage and high freights being very much in its way. In 1893 an attempt was made to ship 56 piculs of this Tea by small boats from Yuan-chiang to Manhao, but the experiment was not repeated. The exportation of Dye-yams (薯蕷), or False Gambier, called "Cunao" in Tonkin, began to be recorded in 1897 with 3,356 piculs, and attained to 6,227 piculs in 1901, one-third of which was taken by Tonkin and two-thirds by Hongkong. Its low value—a little over Ft 1 per picul—is, however, no inducement to make large exports of this tuber. Hartall (Orpiment) shows a great improvement, from 256 piculs in 1895 to over 1,000 piculs in 1901; as also do many articles of local production which are sent to Tonkin, like Samshu, Soy, and Vermicelli from Mengtsz, Brown Sugar from Chu-yüan, and Potatoes from Lin-an. Yunnan Hams, Ta-li Marble Slabs, and Szechwan White Wax remained stationary.

The Mengtsz trade by the Red River is carried on partly by junks and partly by pack-animals. The following table gives the total yearly number for both kinds of conveyances:—

YEAR.	SHIPPING: Entries and Clearances.		PACK-ANIMALS: Import, Export, and Transit.
	No.	Tons.	
1892.....	1,882	5,666	103,955
1893.....	1,778	6,013	121,048
1894.....	1,800	5,886	114,899
1895.....	2,098	7,397	142,955
1896.....	1,939	6,664	139,131
1897.....	5,553	12,922	161,092
1898.....	9,246	22,933	179,269
1899.....	11,472	27,853	231,074
1900.....	8,881	23,765	205,419
1901.....	10,549	28,197	234,629

Trade is generally brisk during the first and last quarters of the year, namely, in winter, when the river is low and the roads are dry. It is somewhat slack in summer on account of the river being in high flood and the roads in very bad condition. Mule freight from Manhao to Mengtsz varies from Ft 1 to Ft 1.90 per load of two boxes of an even weight of 65 catties

each, according to the number of mules available at the time of the busy season and the practicability of the roads in summer. Two porters to carry one box from Manhao to Mengtsz, a distance of 155 li, require \$3 each. To other parts of the province freight for mule or porter is reckoned at Ft 0.40 per day, or stage. Muleteers are not registered as carriers at the Custom House, have no license, pay no fees, and are a very independent lot. To make them start when hired for a journey is no easy matter. Mahomedans, however, have a good reputation for honesty and possess the largest caravans. Mules can only be engaged by caravans. To obtain one or two mules only for a journey the Magistrate's intervention is necessary. Nearly the whole of the Imports, except Matches, are sent inland under Transit Pass, their destination being prefectures covering the whole width of the province from south to west, but at no great distance north of Ta-li. Eastern Kweichow and Southern Szechwan are dependent on Yunnan for their supply of Foreign goods, mostly Cotton Yarn, only to the extent of 9 per cent. in the first and 24 per cent. in the latter case of the total value of Yunnan's Transit trade, which is six-sevenths of the whole Import trade. There is no interport trade between Mengtsz and Szemao. Hokow, which was opened in 1897 in the hope of supplying the K'ai-hua district direct, proved a failure as far as transit trade is concerned, the K'ai-hua merchants still preferring to make their purchases at Mengtsz, where they sell their produce—mostly Beans. The values of the trade of Hokow for 1901 were: Imports, Hk.Ft 103,852; Exports, Hk.Ft 7,327; Transit, Hk.Ft 2,316.

The greater part of the Hokow Imports, especially Kerosene Oil and other goods paying *ad valorem* rate, is not consumed at Hokow, but merely entered there to avoid paying Duty on the higher Mengtsz market value. These Imports are eventually re-exported to Mengtsz under an Exemption Certificate. The whole of the Transit trade of Mapai, the other sub-station on the Tonkin border, is represented by the value of the Coffin-wood arriving from Tonkin. No Outward Transit trade exists at Mengtsz.

(c) The following table shows the Revenue collected under each heading during the decennary:—

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	OPIMUM (Import, Export, and Coast Trade).	TONNAGE.	TRANSIT.	OPIMUM LIKIN.	TOTAL.
	Hk.Ft	Hk.Ft	Hk.Ft	Hk.Ft	Hk.Ft	Hk.Ft	Hk.Ft	Hk.Ft
1892.....	24,800	30,461	...	4,635	111	13,788	...	73,795
1893.....	34,237	28,130	...	7,229	106	18,618	...	88,320
1894.....	27,368	32,029	...	12,742	134	16,548	...	88,821
1895.....	36,061	35,003	...	12,067	142	20,830	...	104,103
1896.....	35,368	28,292	...	8,139	166	23,232	...	95,197
1897.....	44,778	34,765	...	10,519	210	26,798	...	117,070
1898.....	50,427	38,497	...	12,249	244	31,656	...	133,073
1899.....	77,894	37,774	...	19,277	296	44,516	141*	179,898
1900.....	69,857	39,762	...	28,537	280	40,669	33*	179,138
1901.....	99,152	42,086	...	35,028	291	47,615	14*	224,186

* Collected in lieu of Inland Duty on Native Opium.

(d) The Opium plant (芙蓉) is cultivated throughout one-third of Yunnan's surface, according to BABER, but especially in the fertile valleys watered by streams of the north-west,

where its cultivation has greatly extended since the Mahommedan Rebellion. The plant is raised in six months, from September to February, in small farms of a mixed culture, which are mainly owned by Chinese and worked by aborigines. The product, which goes by various names—芙蓉膏, 土藥, 雲土, 洋煙—averages 13 catties to the *mou* in good season and seven-tenths or eight-tenths of that amount in bad ones. The largest crop is returned from the western part (迤西), chiefly Ta-li, with an estimated yield of 32,000 piculs. The eastern districts come next with 14,000 piculs, produced chiefly in the Yün-nai-fu, Chao-t'ung, Tung-ch'uan, and Ch'u-ching valleys. The south-eastern districts comprise the Mengtsz circuit of Lin-an, K'ai-hua, and Kuang-nan, with an estimated yield of 8,000 piculs a year. No Opium is produced in the south-western portion of Yunnan (or Pu-érh district), though the Opium habit is very prevalent among the Chinese element of its population. The total annual crop of Opium may thus be set down at about 54,000 piculs, of which 11,000 piculs are consumed locally and 43,000 piculs exported to other provinces. It is estimated that the eastern provinces take 25,000 piculs yearly, either by the Yangtze or overland through Kweichow; about 12,000 piculs are sent to Kwangtung and Kwangsi by the West River; and about 6,000 piculs are sent by the Red River or find their way through mountain passes to Tonkin.

Opium Cakes are made up and sold in four varieties, fetching different prices according to whether they are old or new Opium. Like wine, it requires a certain time to ripen its flavour. The 1st quality (馬屎土 or 餅子土) weighs 6 taels per ball and sells for *Hk.Ta* 390 per picul; 3,000 piculs of this kind are yearly prepared for the Kwangtung market. The 2nd quality (封子土 or 包子土) weighs 4½ catties per cake and sells for *Hk.Ta* 384 per picul; about 36,000 piculs of this kind are exported to Hunan, the Yangtze provinces, and Tonkin. The 3rd quality (個子土) weighs 1 catty per cake and sells for *Hk.Ta* 375 per picul; this is mostly consumed in Kwangsi and Kwangtung. The 4th quality (塊子土), for local consumption, is made up in tablets of 1½ catties weight and sells for *Hk.Ta* 360 per picul. Opium is packed in paper and bamboo leaves, and 2,400 taels weight, or 150 catties, go to a mule load, or *t'o* (駝), of two cases.

During the decade the Customs value for a picul of Opium was as follows:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
<i>Hk.Ta</i> 210	<i>Hk.Ta</i> 224	<i>Hk.Ta</i> 230	<i>Hk.Ta</i> 248	<i>Hk.Ta</i> 250	<i>Hk.Ta</i> 258	<i>Hk.Ta</i> 248	<i>Hk.Ta</i> 274	<i>Hk.Ta</i> 378	<i>Hk.Ta</i> 368

The retail price at Mengtsz varied in 1901 from *Hk.Ta* 19 to *Hk.Ta* 24 per 100 taels, or *Hk.Ta* 317 to *Hk.Ta* 384 per picul. Smokers prepare their own Opium. Prepared Opium sold in the Mengtsz market costs from 320 to 600 cash per tael, according to quality, or *Hk.Ta* 391 per picul. 100 catties of Raw Opium boil down to 60 catties on an average, taking superior and inferior qualities together. The habit of Opium smoking is common among the Chinese to the extent of about 50 per cent. men and 5 per cent. women. Aborigines are more addicted to Samshu than Opium. Assuming that 50 per cent. of the adult male Chinese population, or 300,000 persons out of an estimated Chinese population of 2 millions, smoke on an average 2 mace per day each, the total annual consumption must oscillate round 11,000 piculs for the whole

province. No fees or licenses are required for the preparation and sale of Opium, nor is it subject to any ground or retail tax. Since 1890 Opium, whether for consumption or export, is subject to one uniform payment of Likin at the rate of *K'u-p'ing Ta* 1.20 per 100 taels = *Hk.Ta* 19.20 per picul. As an allowance of 20 per cent. is given on gross weight, the Likin Duty actually amounts to *Hk.Ta* 15.30 per picul. Once Likin is paid at the first barrier, Opium circulates free from any other tax throughout the province if accompanied by a Likin Certificate (照票), which is surrendered at the last Likin station when the Opium crosses the frontier. In 1893 it was reported that 36,000 piculs yearly used to be assessed for Likin. This quantity is now said to have dwindled to two-thirds, or about 24,000 piculs. The collection of Likin on the latter quantity at *Hk.Ta* 15.30 per picul amounts to *Hk.Ta* 368,640, which is said to be one-half the total collection of all Likin in Yunnan. Opium going to Tonkin pays at the frontier port the Maritime Customs Duty of *Hk.Ta* 20 per picul if receipts are produced proving payment of inland provincial taxes, and, when there are no such receipts, or receipts for less than *Ta* 40, an additional sum of *Hk.Ta* 20 is levied as inland dues at the time of export.

(e.) There are no direct commercial dealings between Yunnan and gold-mining countries, and consequently no figures showing the equivalent of English sterling are given. The average rate of exchange for copper cash during the decade fluctuated from 1,670 cash per Haikwan tael to as little as 1,560 cash in 1901. There are two grades of copper cash, besides spurious ones: the superior kind is reckoned at 720 cash per 1,000, and the inferior at 980 cash per 1,000. 350 cash buy a *sheng* of rice, 100 cash buy a catty of salt, and 200 cash pay the lowest daily wage. Prices of all commodities having risen, the smaller number of copper cash now obtained for *Hk.Ta* 1 would seem to indicate a proportionate diminution of its purchasing power. Interest on money advanced for the purchase of tin, the medium of remittance, is 12 per cent. per annum, and discount on cheques on Hongkong, whenever the small local supply of silver admits of it, varies from 5 to 10 per cent. Students going up for examination and Chinese travellers often prefer taking a supply of opium as currency, its exchange being more convenient and profitable than cash or silver.

(f.) The following table shows the balance of that portion of Mengtsz Foreign trade which is carried on by the Red River route, but it would be idle to derive from its figures any conclusions as to the relative position of Imports and Exports in the markets of South-eastern Yunnan:—

YEAR.	IMPORTS: Value at Moment of Landing.	EXPORTS: Value at Moment of Shipment.	BALANCE IN FAVOUR OF	
			Imports.	Exports.
	<i>Hk.Ta</i>	<i>Hk.Ta</i>	<i>Hk.Ta</i>	<i>Hk.Ta</i>
1892.....	1,045,567	830,359	215,208	...
1893.....	1,385,749	829,379	556,370	...
1894.....	1,129,495	1,063,558	65,937	...
1895.....	1,649,069	1,162,781	486,288	...
1896.....	1,480,251	954,041	526,210	...
1897.....	2,184,802	1,187,640	997,162	...
1898.....	2,235,173	1,367,062	868,111	...
1899.....	3,065,046	1,955,871	1,109,175	...
1900.....	2,873,131	2,527,447	345,684	...
1901.....	3,393,744	3,395,587	...	1,843

To the Export figures must be added the amount of Opium remitted by the West River route to Kwangtung, which does not appear in our statistics, but forms a considerable asset against Imports. Hence no Treasure is ever remitted or needed to adjust any overdraft. The Mengtsz Imports, moreover, represent only a portion of the Import trade of South-eastern Yunnan. That junks and pack-animals trading to the West River get return freights of Foreign Imports is shown by the following table, grouping the value of goods arriving under Transit Pass from Canton, Wuchow, and Pakhoi:—

YEAR.	CANTON.	WUCHOW.	PAKHOI.	TOTAL.
	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>
1897.....	2,758	51,269	...	54,027
1898.....	60,062	382,952	5,328	448,342
1899.....	53,850	851,072	11,696	926,618
1900.....	...	453,878	8,238	462,116

It is only due to the lawless state of the West River that this route is not at present largely availed of.

(g.) No change has taken place in the composition, number, and pursuits of the Native population of Mengtsz. Immigrants from neighbouring provinces, Szechwan and Kweichow, do not seem to introduce new blood and new arts among the shiftless and unenterprising inhabitants. The few artisans are of the rudest description, though Lin-an and Shih-p'ing men, close by, are favourably noted for turning out good tin and copper ware and wood carvings. The advent of Foreigners, nearly 13 years ago, has not made the least impression on the Native mind; servants are not easy to find; Annamites monopolise the kitchen and the washtub; beef and milk are not procurable. The Foreign community, so all told, is too small to make it pay for compradors and barbers to establish themselves at this port. The industrious and excellent Shans are too far off, beyond K'ai-hua and Kuang-nan, to come in contact with Foreigners. Mahomedans are close at hand and friendly, but lack enterprise. Three large walled compounds make up the Foreign quarter outside the city, and, it is needless to add, there is neither church nor cemetery. Riding on the small Native ponies is the only out-door recreation available close at hand. At the end of 1899 the first Foreign firm, the Compagnie Lyonnaise Indo-Chinoise, opened a branch house at Mengtsz, outside the North Gate.

(h.) * * * *

(i.) In 1893 two French gun-boats, the *Moulin* and the *Jacquin*, surveyed the Red River rapids as far as Laokai, and as a result small launches have since been plying between Yenbai and Laokai. Steamer traffic between these two points begins early in June and ceases about the middle of November. Launches make the up trip in 35 hours and go down in 10 hours during the high-water season. At low water, from November to May, mail and passenger junks take their place, making the upward journey in six days with favourable wind, and going

down in two days. The highest water-mark in Laokai in 1900—a year when the rainfall was rather below the average—reached 9.35 mètres; the lowest, 1.20 mètres.

Out of a grant of 3 million francs made by the Tonkin Government in 1893 for the improvement of the waterways a great portion was to be spent on the Red River, and many rocks and sandbanks below Laokai were, in fact, removed in the course of 1894.

In 1897 a set of 10 simple rules for the prevention of collisions between junks and steamers on the Red River below Manhao were, at the request of the French authorities, distributed by the Customs to Chinese junk-owners. No steamer, however, ever ascended above Laokai.

Accommodation for landing and shipping is still in its primitive condition along all the stages between Vietri, in Tonkin, and Manhao, in Yunnan. The institution of an *entrepôt* at Laokai, for the storage of transit goods pending their transshipment, met with no support from Chinese shippers.

(j.) * * * *

(k.) Except in 1900, the rainfall was regular and abundant throughout the decade. The excessive rains of 1893 brought on floods and disasters in many parts of the province, and much distress among the poorer part of the population was relieved out of a sum of *Hk. Ta* 100,000 granted by the Imperial bounty. Unusually cold weather was experienced between the 14th and the 21st February 1896, the thermometer registering 2 degrees below freezing point, and 6 inches of snow remaining on the Mengtsz plain for three days. Two slight earthquake shocks were felt at Mengtsz, on the 17th September 1893 and the 16th January 1897.

Plague made a great number of victims during the first half of the decade, over a thousand persons being carried off yearly from May to August at Mengtsz alone, out of a population of 12,000 inhabitants. The most severe outbreak was that of 1893, when the corpses of the poorer people were seen left unburied in the streets and around the city wall, and in some cases were devoured by dogs and pigs. No steps are ever taken to ward off the yearly visitation of the scourge. In nearly every house pigs and buffaloes are kept, and the manure, together with the night-soil, is removed only once a year, generally during May, after which event the dreaded disease breaks out and spreads among the surrounding districts and along the caravan route. Adjoining the large suburb at the West Gate is the open burial ground, often swarming with hungry dogs and crows, and it is not improbable that its close proximity to that crowded quarter of the town renders Mengtsz specially liable to the yearly recurrence of the disease. At the end of 1893 the then Taotai called a meeting of the gentry and explained to them that plague was caused by the dirty habits of the people, the running of pigs and buffaloes in the streets, and the foul state of the drains. Some sanitary rules were then devised and adopted for cleansing the wells and drains and for collecting manure outside the town. A sum of *Ta* 2,000, granted by the Viceroy from Government funds and supplemented by private subscription, was spent in deepening the drains, but plague continued to ravage Mengtsz throughout 1894, 1895, and 1896. Its virulence suddenly abated in 1897, and during the remaining years of the decade only some sporadic cases were reported.

As regards treatment of plague patients by Foreign practitioners, it is worthy of note that potasso-tartrate in very large doses is said by Mgr. FENOUIL to have effected most successful

cures. Dr. YERSIN's anti-plague serum was tried in 1898 by Dr. DELAY, of Yün-nan-fu, on 11 patients, six of whom recovered and five died.

Piracy on the Tonkin border was very prevalent in the early years of the decade. Fortified frontier posts were established in 1893 by the Tonkin Customs at the most dangerous passes into China, for the purpose of repressing contraband, the importation of arms and ammunition, and specially the illicit traffic of women, children, and cattle, which the pirates raided in Tonkin and carried beyond the Chinese mountains with impunity. These posts were eventually handed over to the military authorities. Two junks manned by Tonkin Customs officers used to escort the fleets of Chinese junks ascending the Red River as far as Laokai. In 1893 a convoy was attacked by the pirates below Traihut, the Chinese junks consigned to Mengtaz merchants were looted between Baoha and Pholu, and the supercargo was carried off by the pirates and held for ransom. To secure immunity from attack above Laokai Chinese merchants were reported to pay at Hokow, into the hands of the pirates agents, a blackmail of \$100 for each laden junk ascending, and \$30 for each boat descending, the river; this was done with the connivance of the military officers in charge of the camps, who were said to have a share of the plunder. The pirates had their stronghold at Huang-shu-pi (黃樹皮), near Mapai, in the K'ai-bua district, and were eventually dispersed by 1,500 Chinese soldiers, led by the Mengtaz Brigadier General in person, by order of the Viceroy. Early in 1897 the pirates of the K'ai-hua district began again to give trouble on the frontier. Life and property were very insecure above Hokow, and the West River route was made notorious by frequent murderous attacks. At the suggestion of Colonel PENNEQUIN, of the Tonkin Frontier Delimitation Commission, Taotai LIU CH'UN-LIN (劉春霖), of the Chinese Commission, invited the pirate chiefs to surrender, promising them money, employment, and official rank. The chief of the Nan-hsi district pirates (阮朝宗) came to Hokow during May with 200 men, and was followed shortly afterwards by other chiefs. They were given military rank of the 4th grade and appointed to command camps of 250 men, with the title of Tu-ssü (都司), and some of their men became the loafers and plunderers who have given the Ko-chiu tin miners an evil repute.

In August 1892 the aborigines of Mêng-la (猛喇), on the right bank of the Red River, rebelled on account of illegal exactions of the Chinese officers deputed to rule over the district. The then Taotai took the field in person to quell the insurrection, and after a month came back successful; but his troops were much reduced by malaria.

On the 15th August 1893, in the daytime, the village of Tai-pu-chia (待補甲), in the Hui-t'an (會潭) district of the Tung-ch'uan prefecture (東川府), was completely destroyed by a landslide. As most of the villagers were out in the fields only 17 lives were lost.

In December 1895 there was a scare among the Mussulmans throughout Yunnan, owing to rumours, said to have been started by the *Ko-lao-hui* (哥老會), that the Chinese intended to massacre them because their co-religionists in Kansuh had rebelled. The Mahommedans left the Chinese towns for their own villages, and made preparations to defend themselves. The local officials issued proclamations guaranteeing protection to Mahommedans and succeeded in restoring confidence among them.

On the 5th December 1898 the town of Ch'iu-pei-hsien (邱北縣), in Kuang-nan, was attacked by a band of 300 or 400 men. The Magistrate's son and daughter and the yamen runners were killed. The Magistrate was carried off to a place 140 li from the town and subsequently released. His wife committed suicide, and 40 villagers were killed. Soldiers were sent in pursuit, but the robbers retired to the mountains without much loss.

At 1 A.M. on the 22nd June 1899 an attack was made on the Customs and Consular buildings at Mengtaz by an armed band of from 200 to 300 men, led by a Ko-chiu miner named YANG Tzŭ-YUAN (楊自元). The Commissioner, Mr. SPINNEY, and his wife had just retired for the night when the mob, having quietly travelled from Ko-chiu in the bright moonlight, suddenly burst into the garden yelling, firing, and beating gongs. Mr. and Mrs. SPINNEY had barely time to save themselves in what garments they could snatch and retreat to the adjoining French Consulate, where the other members of the staff immediately followed, after vainly trying to stop the crowd by firing a few shots. The Commissioner's house and Assistant's quarters were soon ablaze, and, resistance on the part of the few foreigners at the Consulate being considered unadvisable, a general retreat was made to the Taotai's yamen in the city. After setting fire to the Customs quarters, looting the Consulate, and killing the watchman and a servant, the miscreants retreated unmolested by the Chinese soldiery, who, with all the local authorities, looked on from the city wall. The Brigadier General had only 30 soldiers under his orders and did not consider it prudent to venture in pursuit. The previous day a report had reached Mengtaz that some miners of the Ko-chiu tin mines had killed, at Ta-tun, about 40 li to the west, two runners of the Magistrate's yamen and wounded three chair coolies while rescuing a friend who had been arrested at Mengtaz and was being sent to the Ko-chiu Prefect for trial. The miners were also said to be bent on clearing the French railway engineers and the Foreign Custom House out of Mengtaz, fearing that if the French were allowed to build the railway they would sooner or later get control of the tin mines. On the night of the 22nd the rebels went to Chikai (雞街), 50 li to the north, in search of the railway engineers; but, being too late for them, carried off their luggage and killed the Native in charge of the temple in which the Frenchmen lived. Two days later some of them waylaid and killed an Indian French subject and his Chinese interpreter, who were bringing up from Laokai \$4,000 for the railway engineers, and carried off the silver. At last soldiers arrived from the North and went in pursuit of the leader, who fled to the mountains and was never caught. A few heads of straggling robbers were, in the course of the week, hung from the tree in front of the Custom House, and order was restored.

A month later, on the 13th July, a riot broke out at Yün-nan-fu. During the afternoon of that day a large crowd of unarmed men, enraged at being shut out of one of their most noted temples, occupied by some French officers, forced their way into the temple with the avowed purpose of seizing the priests who had rented it on a long lease to the French Railway Mission and taking them to the authorities for punishment. A French priest who was there talked to the crowd till the French officers escaped at the back, then soldiers arrived and cleared the temple of the crowd before much damage had been done. The temple was eventually vacated by the French party and order restored.

The discovery of 32 cases of guns and cartridges among the luggage of the French Consul, who arrived at Yün-nan-fu in the early part of May 1900, caused great alarm and excitement

among the population of that city. These cases, containing contraband, were detained at the Likin office, where they had been examined by order of the Viceroy, but were subsequently carried away by force by a party of Consular people headed by the interpreter. On the 10th June the French Consul, having broken off relations with the Viceroy, attempted to depart from Yün-nan-fu for Tonkin, taking with him all the French officers of the Yunnan Railway Mission and the French missionaries. The luggage convoy on leaving the city was attacked by a mob and pillaged. A series of riots then ensued, during which the Catholic college and the Bishop's house were burnt and five or six other houses belonging to the French priests were looted. With one exception, all the houses of the Protestant missionaries were also plundered. No Foreigner, luckily, was injured. In consequence of this disturbance the Consular party was detained at Yün-nan-fu till the 24th, leaving on that date for Tonkin under the protection of a large escort of Chinese soldiers. These events excited much alarm at Mengtsz, where the rupture of official relations on the part of the French Consul was regarded as indicative of war. Peace prevailed, though there were rumours of attacks on Mengtsz by the Ko-chiu miners. The Taotai took strenuous measures for the protection of Foreigners, and Foreigners themselves kept guard at night. On the report of the Peking massacre being known here on the morning of the 13th July, orders arrived from Tonkin urging the immediate departure of all Foreigners; and next day, the 14th July, the French Consul, all the members of the Yunnan Railway Mission, the Foreign members and the Chinese Clerks of the Custom House, two Catholic priests, and one French merchant left for Tonkin. Mengtsz Customs work from the 19th July was carried on at Hokow, opposite Laokai, under modified rules. The Protestant missionaries who were at Yün-nan-fu—17, including children—were also induced to depart for Hongkong. The authorities behaved extremely well to them, paying them their indemnity for losses sustained during the riot and providing them with a good escort to Laokai. On the 15th November a proclamation was posted up all over the province by the high authorities at Yün-nan-fu, calling on the gentry and the people for patriotic subscriptions and donations for raising and arming braves in defence of the country, official rank and pardon of offences being freely offered in exchange. The braves were eventually disbanded in May 1901, when, on the conclusion of the peace preliminaries in the North, the French Consul, missionaries, and merchants returned to Yunnan. The Mengtsz Custom House was reopened early in February 1901.

The last year of the decade was remarkably free from piratical attacks above Hokow, junks being, as a rule, escorted by a number of soldiers paid by merchants. 300 cases of opium, on their way from Yün-nan-fu to Canton, were reported to have been seized in October last by a band of pirates operating at the head waters of the West River above Po-sá.

(L.) On the 16th April 1895 the late Prince HENRI D'ORLÉANS, who had already passed through Mengtsz in 1890 on his return from Tibet, arrived from Tonkin, accompanied by Lieutenant ROUX, of the French navy, and author of "Anx Sources de l'Irawady." After a stay of 11 days they went to P'u-érh via Manhao and Yün-chiang, and thence by the Mekong to Ta-li and Bhamo.

On the 1st June 1899 M. DOUMER, Governor General of Indo-China, and suite arrived from Laokai overland, and, with the French Consul, started next day for Yün-nan-fu, returning

thence on the 12th en route for Tonkin. On the 29th of the same month FENG (馮) Ti-t'ai arrived from Yün-nan-fu with a bodyguard of 180 men.

(m.) About 100 candidates from Yunnan presented themselves each time the metropolitan examinations were held at Peking, but only 10 or 12 succeeded in gaining the degree of 進士, and two or three only in obtaining appointments in the Academy.

(n.) Literary activity, though fostered by the Government, has not made any progress in either intensity or extension. The degrees allotted to the province—about 1,000 *hsiu-ts'ai* and 64 *chü-jén*—remain what they were 10 years ago, viz., about 11 or 12 scholars for each prefecture and district. Though primary schools are common enough in the district towns, no additions were made to the higher institutions already existing at the capital. The Bachelors College at Yün-nan-fu (秀才大書院) accommodates 20 resident and 60 outside pupils, while its inferior department (童生小書院) gives tuition to 10 resident and 30 outside scholars. These are examined by the Governor General once a month in the art of essay writing and in the interpretation of the classics. The College of Classical Studies (經正書院) ekes out a bare existence, since there is nothing to prove that classical and historical researches are more widely cultivated nowadays than before the college was brought into life 10 years ago. It contains 40 *hsiu-ts'ai*, who, after graduating *chü-jén*, are sent to Peking to finish their education and compete for the Doctorate. The military school (武備學堂) and the telegraph school (電報局學堂) do not come within the scope of literary movement. During the last two years a Cantonese was engaged in teaching English in the latter school to about 20 pupils. A movement for education in Western sciences is being projected at the capital.

(o.) The number of graduates (*hsiu-ts'ai*) is about 1,000, or 11 or 12 for each prefecture and district, and 64 licentiates (*chü-jén*) are allowed the province for ordinary triennial examination (正科), and a like number for special examination (恩科). A special examination was held in October 1901.

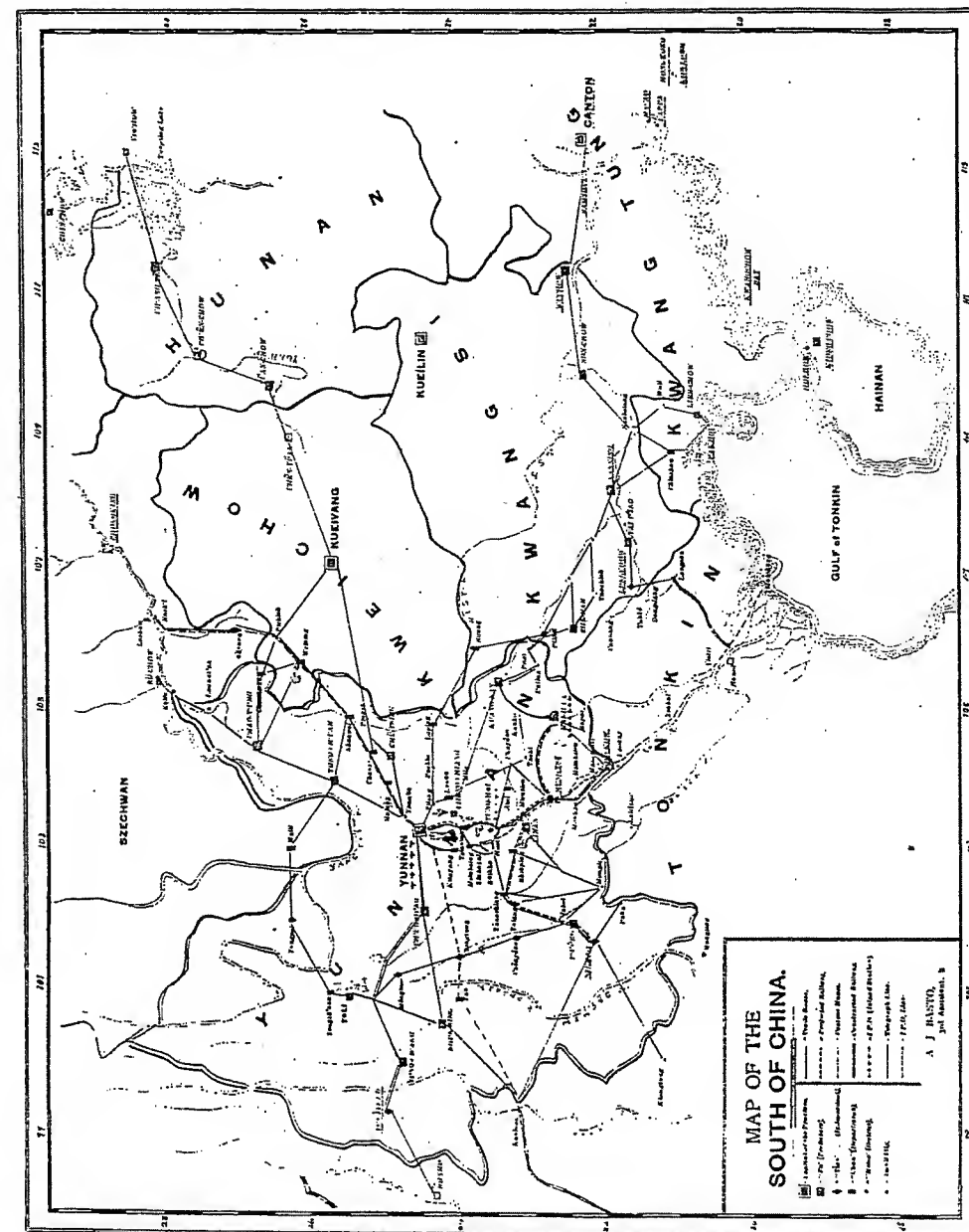
Every traveller in Yunnan is struck by the relative scantiness of its population, which is set down at from 6 to 12 millions, or 168 inhabitants to the square mile. The mountainous character of the country, the malarious valleys, plague, pirates, and creed and racial divisions are still a bar to any demographical expansion, in spite of the yearly influx of immigrants from Szechwan, Kweichow, and Hunan. Only about 3,000 square miles are returned as cultivated land. The capital of the province cannot boast of more than 90,000 inhabitants, and all other centres of population do not exceed an average of from 10,000 to 20,000 inhabitants. It is probable, therefore, that the whole population cannot go much beyond 10 millions, a third of this number only being Chinese, and the balance aborigines of Lolo or Shan stock. These, as a rule, live in the mountain villages, while the Chinese occupy towns in the midst of fertile valleys. 70 per cent. of the male Chinese are estimated to be able to read and write, while very few aborigines are capable of doing either. Chinese females of the official classes only are said to be able to write a letter or keep accounts. The religion of the masses is Buddhism or Islam for Chinese, Fetichism for the aborigines.

(p.) According to the "Statesman's Year Book" Yunnan contains 107,969 English square miles, the greater part of which extends down deep valleys and up lofty peaks between 23 and

29 latitude, 97 and 106 longitude. Its mountain ranges, 6,000 to 10,000 feet high, form the spurs of the higher Tibetan plateau, running north and south on the west and taking an easterly direction in the east. Its great unnavigable rivers—the Salween, the Mekong, the Red River, and their affluents—take the direction of the mountains, except the Yangtze and West River, which run due east. Plains or highlands, 4,000 to 6,000 feet high, are met with in the north-east, but are of no great extent, partly cultivated and sparsely populated, except east of Yün-nan-fu, Chan-i, and Chao-tung. Large lakes are found at Ta-li, Yün-nan-fu, and Tung-hai, in which there is a certain amount of junk traffic. Small boats ply also between Yün-nan-fu and Chan-i, and between Tung-hai and Ho-hsi.

The Yunnan plateau may be reached by several roads: by the Yangtze from Suifu-Laowatan and Luchow-Yunning; and from Yochow, on the Tungting Lake, *via* Kuei-yang and Ping-i; from Pakhoi and Canton *via* Po-sé, on the West River; from Haiphong by the Red River to Manhao and Mengtsz; from Laos by the Mekong and the Loo Rivers and the Ibang and Iwu mandarin roads to Szemao; from Siam and Burma *via* the British Shan States and Szemao; from Rangoon *via* Knnlun Ferry, on the Salween, and *via* Bhamo, on the Irawadi. The seagates of Yunnan—Laowatan, Po-sé, Manhao, and Bhamo—form, as it were, the feet of the great plateau, at an average height of about 300 feet above sea-level. The large extent and the mountainous character of the country, the costly land transport by pack-animals, the Likin barriers, the safety and practicability of the roads, as well as racial affinities, are factors which tend to render the above-mentioned routes more or less frequented as the highways of trade. The Red River route, which passes by this port, has so far proved the shortest and most economical of all for Foreign goods to reach the central district of Yunnan, as well as a limited portion of Southern Szechwan and Western Kweichow. Railways being the only means of extending the usefulness of these roads and tapping the trade of the western central provinces from the southern seaboard, many surveys were made and schemes projected by English and French engineers during the latter part of the decade, as is briefly stated in the opening paragraph.

Agricultural products vary according to elevation and drainage of the valleys. Except in the south-west, opium is grown throughout the province. Tea abounds on the border of the Shan States, rice in the Yün-nan-fu plain and wherever water is found. Chu-yüan is noted for sugar cane; K'ai-hua, for maize and beans; Mengtsz, for rice, potatoes, samshu, and soy; Lu-nan, Chan-i, and Chao-tung, for cereals. Many fruits of temperate climates are found, like oranges, figs, peaches, jujubes, pomegranates, persimmons, and grapes, but they are so carelessly cultivated as to be hardly fit for the European table. The market resources are very poor at Mengtsz, where milk, mutton, and beef are not obtainable. Game and fish, though procurable over ponds and lakes, rarely come to market. Timber and firewood are scarce on account of the bareness of the hills. A wealth of wild flowers abounds everywhere in summer. Noted Yunnan medicines are the *san-ch'i* (三七) from Kuang-nan and the *pei-mu* (貝母) from Ta-li. Dye-stuffs and timber abound on the south-western border. Seeing that 70 per cent. of the supply of raw cotton and cotton goods comes from abroad, 16 per cent. from Szechwan and the Two Kwang, and 14 per cent. from Burma, for a total value of 3 million taels annually, the Government tried to encourage the local cultivation of cotton in 1892 by offering to provide seed for the first crop and buying from the farmers at market price all the cotton thus grown that



remained unsold. The climate, however, is against the cultivation of cotton in Yunnan. From 1894 tobacco began to be more largely cultivated, but the Two Kwang continue to supply this province with annually increasing quantities of prepared tobacco.

Manufactures and manual skill are conspicuous by their absence. Two families in Yün-nan-fu are known to make a speciality of weaving silk. Foreign cotton yarn supplies the warp of the Native cotton fabrics. Strong felt carpets are made from Tibetan sheep's wool by the Chao-t'ung and Tung-ch'nan mountaineers. Among Yunnan's specialities may be noted the marble slabs with fancy pictures from Ta-li, the copper vases enamelled in gold from Shih-p'ing, and the silver ornaments with which the aborigines bedeck themselves in profusion. Iron and brass implements are manufactured at Hsin-hsing and Ch'eng-chiang, Mussulman centres, within easy distance from Yün-nan-fu. The rude sculptures of tigers, which adorn the many broken arches (*p'ai-lou*) and the entrance of many a house in Mengtsz, testify to a certain taste of the older Yunnanese for stone-cutting and street decoration.

The province is famous for its mineral wealth, much of which lies still hidden owing to want of capital, scarcity of population, and difficulty of transport. Gold washing is carried on in the upper reaches of the Yangtze, which in Yunnan are called the "River of Golden Sand." Tin abounds near Mengtsz; silver, on the Kweichow border; copper and iron, everywhere from Laowatan in the extreme north to Tulong (都竜) in the extreme south. Coal is mostly found in its eastern half; salt in the western half. Ta-li's mountain range is a mass of marble. Precious stones are found along the rivers.

Iron is the mineral which is most abundant. It is extracted by Lolo aborigines on the north and south of the Tutsa coal basin, about 100 kilometres east of Yün-nan-fu, and is turned into implements such as pans, pots, nails, and grass-cutters. At the iron mines of Hsi-o' and Shih-p'ing the process of turning iron into steel is also practised, for making scissors and saws. All the iron mines are owned by private individuals, while all the copper mines are owned and worked by the Government. More than 50 copper-producing mines were worked in the north-eastern prefectures before the Mahommedan Rebellion, to provide tribute for Peking. The quantity which was annually shipped by the Yangtze for this purpose amounted to 400,000 catties. The Tulong (都竜) copper mines below Mapai are little worked on account of the many robbers infesting that part of the southern boundary. Silver is mined in the north-east, south-east, and south of the province: the 15 mines, which have been worked since 1811, have yielded an estimated aggregate total of 13 million taels. Many mines on the north-east of the province are closed, owing to their yield being insufficient to pay expenses and 15 per cent. royalty. The supply of silver in the province has been at no time large. Opium and salt are often used as substitutes for silver currency. A great quantity of silver is absorbed by the aborigines in the shape of silver ornaments. Foreign dollars (Tonkin and Mexican) imported by Foreign residents are either hoarded or melted. The standard of purity of Treasury ingots is 98, attested by the public assayer, called *kung-ku* (公估). The standard of purity of the broken silver current in the market is from 10 to 20 per cent. lower than that of the Treasury silver, in which taxes and Duties are paid.

Tin is mined at Ko-chiu (個舊), 20 miles to the south-east of Mengtsz. Some 20 odd veins are worked over a surface of 10 square miles by about 15,000 miners, all Lin-an people.

The miners have established a guild, and the mine-owners, mostly Lin-an men, have this year formed a Lin-an guild at Mengtsz. A special Magistrate, with the rank of Sub-Prefect (通判), resides at Ko-chiu, as, besides the Lin-an men, many had characters and former pirates prowled about the mines. There are two classes of miners: skilled workmen, drawing *Mengtsz* *Ta* 1.80 for food and *Mengtsz* *Ta* 1.60 for wages per month; and ordinary labourers, drawing *Ta* 1.80 for food and *Ta* 1.20 for wages. Capital is advanced to the miners headman by Mengtsz merchants, who settle with him early in the year for a certain number of *chang* (張) (1 *chang* = 25 whole slabs weighing 26.50 piculs local scale, which is 5 per cent. greater than the Customs scale). The merchant pays 12 per cent. per annum as interest on the money advanced, and takes delivery of the tin about October, when the weather is cool and the furnaces (16 in number) are all in full blast. The ore is smelted and the tin moulded into slabs, which are cut into two of even weight, for convenience of transport by pack-animals. While the ore is smelting the merchant and the headman discuss and settle once for all the price of the good quality. The dross (爐灰錫) is sold separately at a reduced rate. The superintendent of the mines and the Tung Ch'ing Feng (同慶豐) Bank at Yun-nan-fu have the monopoly (公司局) of providing 300 *chang* of tin yearly for Szechwan, and make advances to the miners in the same way. If no advance is made, the price of tin is increased by 10 per cent.

The yearly output of tin is about 2,000 *chang*, 80 per cent. of which goes by the Red River to Hongkong, where it undergoes melting into pigs similar to Foreign tin, and is then sent to Chinese ports. The miners charges and buyer's expenses for 1 *chang* of tin are as follows:—

Charges incurred by miners before selling:	<i>Ta</i>
Cost of smelting	50.00
Removing tin to market	0.20
Miners guild	1.00
Religious association (太平會)	0.50
Ko-chiu temple (金水廟)	0.50
Royalty (錫課 or 爐戶課)	11.00
Expenses incurred by buyer after purchase:	<i>Ta</i>
Weighing	0.20
Cutting	0.65
Likin	12.00
Fee for mine tax certificate (票費)	4.00
Lin-an scholars subsidy for eight districts (高水)	1.60
Religious association and Ko-chiu temple	1.00
Mule hire: Ko-chiu to Mengtsz	3.25
" Mengtsz to Manhao	12.50
Customs Export Duty	22.50
Freight: Manhao to Laokai	7.40
" Laokai to Haiphong	7.60
" Haiphong to Hongkong	12.50
Tonkin Transit Duty and charges	—

The inland Likin charges being lower than the Treaty Transit Dues, no Outward Transit Passes were ever taken out for tin.

The most important coal beds, extending over 12-day stages north and south, are said to be those of Tutsa, 100 kilometres east of the capital, in Kuang-hsi-chou. In the extreme west of this basin lies Tutsa, a village of 30 Lolo families, who own and work their own mines; but the basin extends further east into Kweichow. Coal is dug here on the surface in little lumps, and mixed up with water and clay and turned into coke for consumption at the capital. It burns like Peking coal-balls, without flame or smoke, and leaves very little ash. At Yang-lin, 45 kilometres north-east of the capital, there is a similar mine. Lignite coal is found at Ning-chou (寧州), east of Tung-hai. From Ta-li to Burma a little coal of a worthless kind is said to exist. Hard lump coal was mined at Pai-shih (白石崖), 20 *li* from Mengtsz, in 1901, for use at the different yaméns in the city. It is also sold, at 500 cash per picul, to the public, but is found to be too smoky and much resembles Tonkin coal. When steam-launch traffic is introduced on the lakes, and railways are opened in Yunnan, coal from the north-east districts may be found cheap and snitable; but coal mining for export to the coast would never pay, as it would cost 35 francs per ton to carry it Duty free to Haiphong. It might also replace with advantage the very dear charcoal and firewood which are now used for smelting ores and evaporating salt.

According to the "滇纂," an official compilation of Yunnan's administrative records, printed about 1888, salt is produced in Yunnan in 94 wells, which are partly trenches or mines opened on the hill-side and partly brine wells of varying depth. Some have been worked for 2,000 years, others date from 1724 to 1730. Their area extends over the whole length of the western half of the province for a width of 400 miles. The chief centres are Ch'u-hsiung in the north and P'u-érh in the south. The annual production is estimated at 54 million catties, each catty costing 30 cash at the mines and 105 cash on the market. Salt officials control the output and collect the gabelle at the wells. The redistribution of salt is made under official control, with due regard to distance and amount of population. Districts south and south-east of Yun-nan-fu are supplied from the capital; Ta-li supplies the west; Ch'u-hsiung and P'u-érh send it to the southern districts and Burma. The high freight makes it too dear for Kuang-nan, which draws its supply from Kwangsi. For the same reason a large quantity of cheap marine salt is smuggled into the K'ai-hua prefecture from over the Tonkin border. The northern prefectures of Chao-tung and Chan-i draw their supplies from Szechwan, *via* Lu-chou and Sui-fu, to the extent of 600,000 catties yearly. The present annual salt revenue is said to amount to *Ta* 667,000, which is double the amount collected in 1891.

(g.) By the Supplementary Convention of 1895 between France and China the old Customs barrier at Hokow, opposite Laokai, was substituted for Manhao as the port of entry; but Manhao still remains the terminus of navigation of the Red River, where all import and export cargoes are handled under the supervision of a Wei-yüan and stored in merchants godowns pending shipment or transfer to pack-animals.

The total junk tonnage coming under the cognizance of the Hokow Customs amounted in 1901 to 572 junks, totalling 1,433 tons, as compared with 123 craft, aggregating 357 tons, in 1891,

showing an increase of 300 per cent. in 10 years. Of the 572 junks, 267 are locally known as "spoon boats" (條羹), carry 1 ton of merchandise, averaging 17 packages of 75 catties each, and a crew of two men, one of whom in the majority of cases is also the owner; 27 are called "red sterns" (紅尾), carry 2 tons of merchandise, averaging 60 to 80 packages, and a crew of six men including the laodah; and 278, or 80 per cent. of the total tonnage, are called "Manhao boats," carry 4 tons, or 120 packages, and a crew of eight men including the laodah. The latter junks draw less than 2 feet of water when fully laden, and command the greater part of the carrying trade from Yenbai to Manhao all the year round; whereas the smaller craft can ply only during the winter months, when the river is at low water from Hokow to Manhao. All the junks are leaky, flimsy, mat-covered cargo-boats or sampans rigged with a square sail, and provided with a bamboo ladle to bale water out of the hold every 10 minutes night and day. The 1-ton junk costs \$25 complete, i.e., with sails, oars, spars, rigging, etc., all included. A 2-ton junk costs from \$150 to \$200, and a 4-ton one from \$250 to \$300, the price varying according to the market value of the hard timber planks employed in their construction. They are mostly built at Hokow, though some are built at Baoha, 60 miles below Hokow, in Tonkin, where the wood is a little cheaper than at Hokow. The 4-ton boats are owned by 37 firms, all Chinese, 13 of whom, aggregating 77 boats, reside at Laokai and adjacent places in Tonkin, and the remainder are distributed between Hokow and Manhao. Beyond a number painted on the bow by the Customs at the time of their registration, these boats carry no papers and pay no fees beyond the Tonnage Dues of 1 mace per ton every four months. On entering Tonkin waters they are granted a matriculation certificate, renewable yearly on payment of \$5 or \$7, according to tonnage. They must, besides, furnish a list of the crew—which is viséd in lieu of clearance, and is only valid for the voyage,—and pay \$0.50 Port Dues (*droit d'amarrage*) at every port touched at. Neither junk-owners nor boatmen have any organisation or guild such as is common among Chinese when a large number follow the same calling or where a community of interests exists. Generally speaking, the laodah undertakes to engage the men and guarantees their wages, which are paid over to him by the junk-owner in a lump sum. The boatmen are recruited from among the natives of the riverine villages, principally from Hokow. No marine insurance exists for junk-borne cargo. A number of wrecks are reported yearly in shooting over the rapids both above and below Hokow, averaging a loss of from 4 to 6 per cent. in boats and about 7½ 10,000 in cargo. In most cases, however, cargo is salvaged, dried, and repacked at Hokow, the salvor receiving from the owner \$1 for every package returned. Cases of wilful wrecks for the sake of plunder being rather frequent at the end of 1900, a police force of 50 men was raised by the merchants to provide an escort for junks plying between Hokow and Manhao. The tariff of wages generally accepted among the junk-owners is \$5 to the laodah and \$3 to each of the boatmen, or \$26 in all for an ordinary round trip from Hokow to Manhao, and \$40 in all for an ordinary round trip from Hokow to Yenbai. When junks are hired by foreigners as passengers, double wages are paid to the laodah and crew. Up to the end of the summer of 1901 the freight per package charged by junk-owners for the up-river part of the trip was 4 mace (\$0.55), but on the arrival of the new season's cargo it was raised to 4½ mace (\$0.625) per package. The earnings of a boat on the up-river journey are nearly always the same, as the boat invariably takes up a full cargo; but on the down trip

junk-owners estimate an average freight of \$10, the freight charges being 2 mace per package for opium, 6 *fén* per slab for tin, and 1 mace per package for general cargo. The freight is the same for all classes of junks. If the wind is unfavourable, a 2-ton junk can gain a day per trip on a 4-ton junk. It takes from six days in winter to 15 or 20 days in summer for a junk to ascend from Hokow to Manhao—about 100 kilometres,—and one day in summer and two days in winter for going down again. A 4-ton junk can make, on an average, 15 trips a year, and earn \$480, or 50 per cent. of its cost. A junk lasts from two to four years.

(7.) There are no Native or Foreign banks at Mengtsz. Customs Duties are paid direct to a department of the Taotai's yamén. Yün-nan-fu has two banking establishments of long standing, the Tung Ch'ing Fêng (同慶豐) and the Pai Ch'uan Tung (百川通), both Yunnanese in management and capital. The latter bank has the monopoly of remitting tin to Szechwan, while the other also engages in trade, and is known at Peking and Canton and in other provinces under the name of 天順祥. Both banks issue drafts on demand and by wire on the principal marts of the Empire.

(8.) The attached map shows the postal and telegraph lines of Yunnan at the end of 1901.

Postal communications for the public have been, and are still, kept up mainly by muleteers in charge of caravans, which leave Mengtsz daily in every direction. At Yün-nan-fu there are four postal hongs, which carry letters, parcels, and passengers to and from Szechwan and Kweichow. About 200 letters a month are said to pass between each of these two provinces and Yün-nan-fu. The rates charged are 200 cash per letter and 200 cash per catty for parcels.

The provincial government has an official courier service, which was extended to Hokow and Po-ai after the annexation of Tonkin by the French. It consists of a number of stations (台站) linked together by relays of couriers. A Weiyüan and four couriers are attached to each station, and the service is said to cost about 77½ 900 monthly. The official courier service is not available to the public. Official correspondence with Peking is forwarded through Szechwan.

The Imperial Post Office was opened to the public on the 12th October 1901. It extends from Yün-nan-fu to Hokow and from Szemao to Po-sé for nearly 3,000 *li*, over two cross lines, comprising two district offices, at Mengtsz and Szemao; one office of second class, at Hokow; five inland offices, at Yün-nan-fu, Tung-hai, K'ai-hua, Knang-nan, and Po-ai; and three box offices. Couriers leave Mengtsz weekly for Szemao and twice weekly for all the other stations. Further inland extension is contemplated, to connect the distant frontier posts of Tengyueh, Szemao, and Mengtsz with the Chungking and Knei-yang overland lines in the north and with Nanning and Pakhoi in the south. The French post-offices which were opened at Mengtsz and Yün-nan-fu in 1900, for the service of the Railway Mission, were at the same time thrown open to the public and connected with Chungking.

The telegraph lines within the province were extended on the 22nd February 1897 from Tung-hai to Szemao, and subsequently connected *via* Menghaying (孟阿營) with the French lines in Lai-chou, in accordance with the terms of the Supplementary Convention of 1895 between France and China.

(L) Customs Duties continue to be paid according to the General Tariff of 1858, reduced by three-tenths for Foreign and Native goods arriving through Tonkin and by four-tenths for Exports abroad. No reduction was stipulated for Transit Dues and for goods paying 5 per cent. *ad valorem* rate. In 1892 the Chinkiang rules for Outward Transit Passes were adopted at Mengtaz, and the validity of the Pass was fixed at eight months from the date of issue; but merchants have so far shown no inclination to avail themselves of outward transit privileges, as Likin rates for staple exports are lower than one-half of the General Tariff Duty. Mengtaz trade, being essentially one of transit, nearly the whole of the imports are sent inland under Inward Transit Passes—except matches, which are among the very few articles finding Likin rates lower than the Treaty Transit Dues. The per-centage of the reduced Duty on the value of staple imports varies from 1 to 2 per cent, and is very erratic on certain articles, like turkey red cambrics, Japanese umbrellas, and brass buttons. In accordance with the terms of the Final Protocol, the effective 5 per cent. *ad valorem* rate began to be levied on the 13th November 1901 on enumerated imports and on articles which had hitherto been passed Duty free. The new rate was, however, reversed at the beginning of the following quarter, as the French text of the Protocol stipulations limited its application to coast and riverine ports, to the exclusion of frontier ports, for which nothing was intended to be changed; while the Chinese text of the Protocol makes no reference to this distinction.

To encourage transit trade through Tonkin provision was made by the Supplementary Convention of 1895 to allow the free re-importation of Chinese produce moving between any of the four frontier marts of Lungchow, Hokow, Mengtaz, and Szemao, by way of Annam, on presentation of an Export Duty-paid Certificate; and, in order to stimulate exchanges between the coast and riverine ports and the four frontier marts by way of Annam, it was also provided that duly certificated Chinese produce arriving at any of the frontier ports should be assessed at one-half of the reduced Tariff rate. These privileges, however, were never claimed by merchants, for duly certificated Chinese produce cannot be sent inland under Transit Pass.

In 1893 the General Customs Tariff of Tonkin was applied to all inward and outward cargo for Yunnan and Kwangsi, which since 1889 had been passed Duty free in transit through that country. The transit charges are calculated at 20 per cent. of the Import Duty, in accordance with the law of the 11th January 1892, inward cargo acquitting the Duty at Haiphong and outward cargo at Laokai. Over and above the Customs Duty, a *droit de statistique* is levied at the rate of 10 centimes per package, or per ton of 1,000 kilogrammes if the merchandise is in bulk. Yunnan cargo is also subject to the following extra charges: dock charges at Haiphong, at a uniform rate of \$0.03 per package; *droit d'accostage*, \$0.25 per ton or cubic metre; *droit de manipulation*, \$0.01 per package; insurance premium, 5 centimes per 100 francs; *plombage*, 25 centimes per package; *acquitté à caution*, \$0.20.

The management of the Tonkin Opium Farm having been turned over to the Tonkin Customs Administration on the 1st July 1893, Yunnan opium finds a steady outlet in Tonkin, where it is mixed with the Indian drug, and retailed by authorised agents at prices which are not only lower than those fixed by the old farm monopoly, but are determined by the Régie according to qualities and "zones," in order to minimise the competition of the contraband trade.

At the frontier posts on the Yunnan and Kwangsi border a tael of prepared opium of 2nd quality, which does not cost the Régie more than \$0.40, is retailed at \$0.50, \$0.60, and \$0.70; at Baclé and Kebao, \$1; at Hongay, \$1.40; and reaches very nearly the price of 1st quality opium in the towns of the delta. At certain posts Natives are allowed to prepare their own opium on payment of a *droit de régie* of \$0.10 per tael. These arrangements, however, have in no way reduced the smuggling of opium that is carried on by armed hands and peddlers through the numerous frontier hy-paths on either side of the Red River. Nearly the whole opium crop of the K'ai-hua prefecture, estimated at about 2,000 piculs, escapes Duty; and out of 1,200 piculs estimated to go down yearly by the San Mêng (猛喇, 猛額, and 猛梭) districts to Lai-chou and even as far as Luang Prahang, about 170 piculs are reported at the Mengtaz Customs. No opium was reported at Hokow for export in 1901. Chinese soldiers at the frontier posts having been caught in the act of escorting opium smugglers below Mapai, at the end of 1901 stringent orders were issued by the authorities to all the frontier camps regarding the repression of illicit traffic on the border in opium as well as salt. Owing to many robbers barring the overland route from Kuang-nan to the West River in 1897, opium merchants petitioned the Customs for permission to re-import opium at Canton *via* Tonkin on payment of 77a. 40 Export Duty at Mengtaz; but the proposal was not followed by any practical experiment. At the end of 1901 300 cases of opium, on their way from Yün-nan-fu to Canton, having been seized by pirates above Po-sé, opium merchants made arrangements to despatch their opium through Kweichow to Canton.

In 1895 the office and Examination Shed of the Custom House, which had been located in the Temple of Agriculture since the opening of the port in 1889, were moved to the present buildings, adjoining the French Consulate, five minutes walk from the East Gate, and nearly opposite the Customs Bank. Facilities for repacking and storing cargo are entirely wanting, and the examination of goods in an open shed is rather trying to the merchants in wet weather, while pack-animals remain on an open piece of ground reclaimed from an adjoining pond in 1898. Four Customs soldiers keep the muleteers in order and see that cases are not removed before issue of Permits. To cope with the steady growth of traffic, the staff at the head office was increased during the latter part of the decade by one Chinese Clerk, one Writer, and one Weigher; no addition was made to the Foreign staff, which consists of the Commissioner, two Assistants, and two Examiners. The opening of Hokow as a branch of the Mengtaz Customs, in 1897, necessitated the addition of one Assistant, one Examiner, one Chinese Clerk, and one Shupan, stationed at that port. The extension of the Imperial Post Office at Mengtaz and inland brought an increase in the postal staff, consisting of one Foreign Postal Officer, one Chinese Postal Clerk, five inland office Postal Clerks, and 23 couriers.

There are three sub-stations attached to the Mengtaz office, namely, Mapai, five days distant from Mengtaz and two days from the Tonkin frontier, on the south-east; Manbao and Hokow—the former two days and the latter six days distant from Mengtaz, and both on the Red River.

Hokow (河口), the old barrier at which junks used to report on their way to Manbao, was given the status of a port on the 1st July 1897, in conformity with the provisions of the Supplementary Convention of 1895, with the view of attracting the K'ai-hua trade. These hopes

have not been realised, as there are no roads and no trade connexions between the two places though they are in the same prefecture. An ephemeral transit trade sprang up in 1898 between Hokow and Pachai and Palung, midway to K'ai-hua, with the object of smuggling Foreign goods, like matches, kerosene oil, and textiles, into the upper districts of Tonkin, where these articles are more heavily taxed than in China; but this illicit border traffic was promptly put a stop to by the Tonkin authorities. Hokow remains a port of entry for the immediate neighbourhood. The entry of Mengtaz cargo there, in order to save the higher *ad valorem* Duties payable thereon at the latter place, is naturally limited to commodities paying Duty *ad valorem*, and is not extensively practised as a rule. Junks with cargo for or from Mengtaz report at the Hokow barrier before proceeding on their upward or downward voyage.

Manhao, the terminus of the Red River navigation, controls local traffic for the San Máng and Wang-pu-tien districts, on the right bank of the river, and for Yün-chiang further up river, which can be reached by canoes during the low-water season. Its Revenue collection amounts to about Ta 1,000 yearly. At this station Mengtaz cargo is transferred from junks to pack-animals under the control of a deputy of the Superintendent. The place being too malarious for Foreigners to be stationed there, the landing and shipment of cargo are checked upon waybills verified at Hokow and Mengtaz.

Mapai station, which is also manned by the Superintendent, accounts for the importation of Tonkin coffin-wood (柏木板或杉木板), from which a yearly Revenue of about Ta 4,000 is collected. The trade of the place is estimated to be worth about Ta 300,000, exclusive of the illicit traffic in opium and salt, which is carried on chiefly with Mengkeng (孟廣), in Tonkin. At the end of 1901 the An-p'ing T'ing's yamén was transferred from K'ai-hua to Mapai, a mountain pass of growing importance, not far from the head waters of the Rivière Claire. With the advance of good roads from Hagiang (河陽), on the Rivière Claire, in Tonkin, the trade of the extensive and fertile K'ai-hua plateau, mostly inhabited by aboriginal tribes, is bound to expand more towards that region than to this part of Yunnan.

The Transit Pass system, coupled with security on the Red River, has done much to extend Foreign trade in Yunnan. Transit Passes have been faithfully respected by inland Likin stations; but as soon as they are surrendered at destination, Likin is charged if the Foreign goods are redistributed in the immediate neighbourhood, as at Ch'u-ching-fu (曲靖府), where Ta 1.10 per 136 catties are levied on cotton yarn once it is no longer protected by the Pass. In many cases the Likin runners, for a small fee, omit to cancel the Pass, and carriers have been known to add to their gain by selling the uncanceled Pass to protect a second invoice of cargo. The opening of a Likin station at Tung-hai (通海), in April 1898, ensured a better control of cargo passing through that central city, and at the same time crippled much of its activity in opium smuggling.

Mengtaz is excluded from the operation of the Final Protocol as to the transfer of the Native Customs (常關) and prefectural Duties (土稅) to the management of the Commissioner of Customs for the service of the Foreign debt. There are no Native Customs offices within a radius of 50 li from Mengtaz, and the prefectures of Lin-an and Kuang-nan, which collect very trifling amounts as prefectural Duties, are likewise outside the required distance.

(u.)

(u.) Catholicism, which penetrated into Yunnan over three centuries ago, is represented by the Société des Missions Étrangères de Paris, which has a Bishop and a coadjutor at Yün-nan-fu, and about 20 priests scattered from Li-chiang-fu on the Szechwan border to K'ai-hua on the Tonkin border. The Catholics work mostly among the aboriginal races, and their proselytes are reported to be about 10,000. The more intelligent of their Chinese proselytes are trained for the priesthood. Schools for children of both sexes have been opened in the villages of the aborigines, under the care of Chinese nuns from Szechwan.

Protestants began to evangelise in 1881. Members of the China Inland Mission and of the Bible Society work among the cities of Northern Yunnan, but there have been, so far, too few representatives to make many converts. In 1897 an unsuccessful attempt was made by them to get a footing in Lin-an, and they are still unrepresented in the south.

(u.) In the prosperous old days of K'ANG HSI and CH'EN LUNG, Mengtaz saw seven guilds erected within its walls by merchants interested in the neighbouring tin mines of Ko-chiu. The semi-religious and semi-commercial associations which were entered into by traders from distant provinces have long passed away, and their buildings are now rented as Government offices. The old Kiangsi guild-house is occupied by the Imperial Telegraph Office; the new Kiangsi guild-house is tenanted by the Ordnance Department; the Hupeh-Hunan guild-house is used as the Likin office; the one for Szechwan and Kweichow is in ruins; and of the Fukien one the Temple of the Goddess of Mercy is all that is left. The Ko-chiu mines having now passed into the hands of Lin-an men, a Lin-an guild-house is in course of construction, which will indicate to future generations the revived prosperity of this port. Mengtaz has no *hui-kuan* outside the province. At Yün-nan-fu many influential guilds have long been established for the protection of traders from other provinces. The provinces which are there represented by *hui-kuan* are: the Liang Kwang, the Liang Hu, two for Szechwan, two for Kiangsi, Kweichow, Chehkiang, Kiangnan, the Pa Shêng (八省) Hui-kuan (a general guild for the eight northern provinces), Huang-chou (in Hupeh), the Yunnan provincial guild, and Lin-an-fu. Their history, number of members, and regulations cannot be ascertained. At all of them entertainments are given several times during the year. At the South Gate of Yün-nan-fu is the 養濟院, an asylum for destitutes of both sexes and all ages, supported by monthly rations of rice granted by the Government. Inside the city is the 寄生所 orphanage, which has lately changed its name to 育嬰堂. The 貞節堂 is an asylum for single women. The 施棺會 provides coffins for burial of destitute persons. The Compassionate Allowance Bureau (窮民善項) is a department of the Shan Hou Chti (善後局), for granting assistance to poor officials and their families on the occasion of the three great festivals—at New Year, the dragon-boat festival, and the mid-autumn festival,—on requisition from the head of their respective provincial guilds or clubs.

(x.) The present Secretary of State for Foreign Affairs, WANG WEN-SHAO (王文韶), was Governor General of Yunnan and Kweichow from the 9th February 1890 to the 1st November 1894. He was very popular among the Yunnanese, but no memorable events distinguished his tenure of office. After a short vacancy, the post was occupied by SUNG FAN (嚴 蕃) from the

2nd February 1895 to the end of February 1900, when he was succeeded by Acting Governor TING (丁振鐸), the present Governor of Kwangsi, who skilfully tided over a most anxious period of Yunnan's history. On the 25th June 1901 he handed over the seals of office to the new Governor General, WEI KUANG-TAO (魏光燾), who is reported to be greatly in favour of the introduction of Western schools and improvements in Yunnan.

Yunnan is not a famous cradle for distinguished officials. Two names are given in 10 years as having held distinguished positions in other provinces—viz, the Hanlin Reader CH'EN JUNG-CH'ANG (陳榮昌), who came back to Yün-nan-fu, his birthplace, on the score of ill-health, and is now the leader of the local *literati*; and LIU SHU-YANG (劉樹堂), born in Pao-shan (保山縣), in the Yung-ch'ang prefecture (永昌府), who was removed from the Chehkiang governorship in 1900 on account of missionary troubles.

(y.) No books of any importance have been published in Yunnan during the last 10 years or since the time of the Mahomedan Rebellion. The new edition of the Yunnan "Tung Chih" (通志), revised and brought up to date by the Superintendent of Mines T'ANG (唐炯), is reported to be going through the press in Szechwan, and its issue is eagerly awaited. Though Mahomedans are numerous, Arabic letters are not cultivated.

(z.) The prospects of Mengtze as a port for the distribution of Foreign goods depend on many complex circumstances. A forecast based on the prosperous condition of its trade during the last 10 years could not but be favourable, so long as the Red River route remains the only highway of trade to Yunnan. Even if the future railway will carry the whole import cargo past it direct into Yün-nan-fu, Mengtze must retain its importance as the centre of the tin market. Moreover, there is nothing improbable in the supposition that the centre of finance of the Mengtze Foreign trade may be shifted, with the improved means of communication and transport, from Hongkong to Mengtze itself, if the Indian cotton yarn and Manchester cotton goods are brought direct to this market. The two projected railway lines, from Haiphong and Rangoon to Yün-nan-fu, may affect the general distribution of trade in Yunnan. The rise of Rangoon, midway to India and Europe, must attract much of the Foreign trade of the south-western provinces which are now supplied *via* Hongkong or Shanghai. With Rangoon and Haiphong as sea-gates, railway tariff competition, and the nominal Customs Duties of the reduced old Tariff of 1858, Yün-nan-fu, the central seat of trade and administration, may ultimately become also the seat of Yunnan's redistributing trade, as well as the chief market of its agricultural and mineral products.

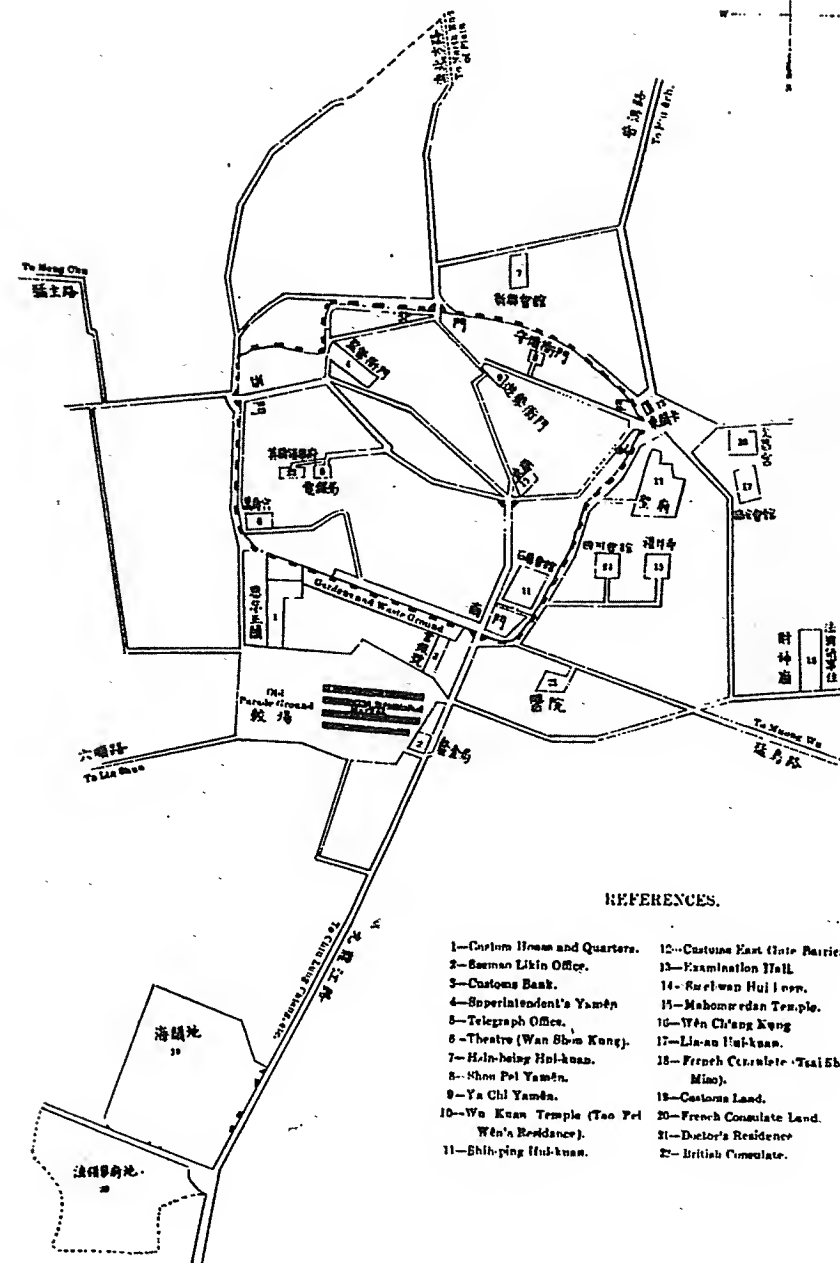
O. TIBERII,

Assistant-in-Charge.

CUSTOM HOUSE,

MENGTSZ, 31st December 1901.

Sketch Plan of Szemao City.



REFERENCES.

- | | |
|--|---------------------------------------|
| 1—Custom House and Quarters. | 12—Customs East Gate Barrier. |
| 2—Siaman Likin Office. | 13—Examination Hall. |
| 3—Customs Bank. | 14—Suei wan Hui I oon. |
| 4—Superintendent's Yamen. | 15—Mahomedan Temple. |
| 5—Telegraph Office. | 16—Wen Ch'ung Kung. |
| 6—Theatre (Wan Shun Kung). | 17—Lian Hui-kuan. |
| 7—Hsin-hing Hui-kuan. | 18—French Consulate (Tsai Shun Miao). |
| 8—Shun Pei Yamen. | 19—Customs Land. |
| 9—Ya Chi Yamen. | 20—French Consulate Land. |
| 10—Wu Kuan Temple (Tao Pei Wen's Residence). | 21—Doctor's Residence. |
| 11—Shih-ping Hui-kuan. | 22—British Consulate. |

SZEMAO.

REPORT, 1897-1901.

(a.) The town of Szemao (思茅) is situated in South-western Yunnan, in the I-nan (迤南) division of the province (in longitude $98^{\circ} 42' 30''$ east of Paris, and $22^{\circ} 46' 30''$ north latitude), and lies in one of the few plains of that great Yunnan plateau which, rising near the French and British frontiers of Laos and the British Shan States, runs north to Ta-li and Yün-nan-fu. This fertile plain is 4,600 feet above sea-level and measures some 6 miles in length by $2\frac{1}{2}$ in width, is surrounded by pretty hills, encircled further on by others rising from 1,500 to 2,000 feet more and well covered with forests. On an eminence in the middle of this plain the walled town of Szemao is built, its suburbs, which include the business quarters and the market, occupying the southern slope. The town, seen from the south, with the pretty lines of its walls, of its gates, pavilions, temples and guilds, and magnificent old trees, presents a pleasant and wealthy aspect; but the interior of the city, on the contrary, gives the impression of poverty and want of life. Its population at present is estimated at some 9,000 inhabitants, yet before the Mahomedan Rebellion it was a town full of life and busy with trade, its suburbs extended far beyond the present limits, and people who saw Szemao before that wave of destruction passed over the unfortunate town affirm that only about two-tenths of the suburbs and business quarters now remain, and that the present trade movement is only a faded picture of that of former times.

Szemao is a sub-prefecture adjoining the Shan States, over eight of which it still has control. These districts, part of that agglomeration of States known as the Sip-song Pannas (十二版納), are subordinate also to the principality of Kianghung (江洪), generally called Kiulungkiang (九龍江) by the Chinese, and are ruled by chieftains styled T'u-ssü (土司).

Situated at the intersection of most of the important caravan routes leading from Tibet, Szechwan, Kweichow, Kiangsi, the upper reaches of the Yangtze and of the West and Red Rivers, down to the markets and the coasts of Siam and Lower Burma, Szemao was in time gone by an important and flourishing market, where goods and products of Yunnan and of distant provinces of China were brought, together with goods from Laos, Siam, Burma, and beyond—where Silks, Tea, Ivory, Birds Nests, Precious Metals, and valuable merchandise exchanged hands. It was this market that provided the whole of Central and Southern Yunnan with Raw Cotton. At that time also the prosperity of the Silver mines of Mo-nai (募乃)—west of Szemao, on the other side of the Mekong, and now deserted—contributed greatly to the commercial activity of this place. Since the dire event of the Mahomedan Rebellion, which caused appalling loss of life and destruction of property—the consequent abandonment of mines and insecurity of travelling,—the Chinese caravans no longer resorted in any number to Szemao, which was then no more the flourishing market of former years, nor did the Shans or the Siamese

and Burmese merchants come to seek for their former trade friends. The ports of Canton and Hongkong, meanwhile, through the West River and, later, the Red River, the ports of the Yangtze, the Upper Burma routes, all extended their trade more and more into the interior of the neighbouring provinces and into Yunnan, and became the suppliers of many of the districts formerly served by Szemao, so that traffic on its caravan routes never recovered its former prosperity. The energetic Mahomedans of Ta-li and Yün-nan-fu still keep up the only traffic that has remained, but no longer make Szemao their destination as before, passing further on to buy or exchange the goods which formerly were brought to this market. Szemao has ceased to be a market of importance—an *entrepôt*; it is now only a place of transit. To it, however, still remains part of the Raw Cotton and the internal trade in Tea and Salt.

By the stipulations of Article III of the "Gérard Supplementary Frontier Convention of 1895," Szemao was designated as one of the places to be opened to Franco-Annamite commerce. Great expectations of an extension of Foreign commerce were entertained in consequence of the opening of a trading-place in this part of Yunnan, and, in view also of possible railway lines entering by this side of the province, the most sanguine estimates were formed of the trade possibilities of this new place and of the new trade route. These expectations have not yet been fulfilled. In August 1896 a French Consulate was established at Szemao; on the 2nd January 1897 the Custom House was opened. It is therefore only during the last five years that the commercial activity of Szemao has come under our notice and that records are available, and it is this period which is now being reviewed.

The history of the Szemao trade for the five years referred to is soon told, as all that can be said is that no marked changes have taken place, and that during this time it has not given any promising signs of great future advance, nor is it, under present circumstances, likely to become an important place for Foreign trade. The chief events of the period are the following:—

1897.—2nd January.—Opening of the Custom House.

22nd February.—A telegraph line from Tung-hai (通海) to Szemao, *via* Ta-laung (他郎) and Pu-érh (普洱), was constructed and opened for traffic.

The delimitation of the Yunnan-Tonkin frontier was completed in March.

A drought prevailed in spring.

Another telegraph line was also constructed from Szemao to Pa-k'a (擴卡), on the Tonkin frontier, and connexion made on the 31st December with the French line to Hanoi *via* Chobo and Lai-chon.

The Commission for the delimitation of the Burma-Yunnan frontier began work during the winter.

The plague which was prevalent at Meung-tze in summer also affected the districts of Yuan-chiang (元江) to the east and of Wei-yüan (威遠) to the north of Szemao, but this place was free from it.

1898.—14th February.—A British Consulate was opened at Szemao.

The plague appeared at Lung-t'an (龍潭), not far from here, but in Szemao itself there were only two cases (both imported).

The year was a prosperous one.

1899.—During the first part of the year the delimitation of two sections of the Burma-Yunnan frontier was completed—viz, the northern, from east of Bhamo running south, near the Kunlun Ferry, on the Salween; and the southern, from Mêng-a (猛阿) going south-east to the Mekong.

In August NIEH PAI-TSUNG (森柏宗), the chief of a band of brigands that had been for some time terrorising the neighbourhood, levying blackmail on caravans and on villages, besides horse-stealing and cattle-lifting, was captured in a village some 60 li from Szemao. The first time an attempt was made to secure him a skirmish ensued, resulting in the death of two soldiers and two robbers; but soon a strong relief force of soldiers came, and on the 28th NIEH was seized and afterwards executed, with some others of the band, and his head brought next day into Szemao.

1900.—A sad and most regrettable accident happened to the Commission for the delimitation of the Burma-Yunnan frontier while at work on the last section, the one from the Kunlun Ferry running south, through the country inhabited by the Wild Was. On the 9th of February, while some of the party were visiting the market of Mêng-tung (猛董), they were unexpectedly attacked by a number of armed Wild Was; Major KIDDLE, of the R.A.M.C., and Mr. SUTHERLAND, an official of the British Shan States, were killed, and Mr. LITTON, British Consul, knocked senseless, although eventually saved by the bravery of a Chinese soldier of the escort. As reprisals, a punitive expedition, composed of the escorts of both the British and Chinese Commissioners, destroyed some 60 Wa villages. Later on, the Commissioners not being able to come to an agreement concerning some disputed points, decided to have these referred to Peking; further work was suspended and has not been resumed since.

The Boxer disturbances, and the momentous events which passed in the North during the summer, caused, naturally, much uneasiness also in this far-away part of China. Trade, in consequence, suffered greatly; but in this part of the province no disturbance whatever occurred during this eventful year.

1901.—This year turned out fairly good for trade, and was a record one for the Revenue.

(b.) Nearly the same number of caravans pass through Szemao every year, and bring or take away more or less the same quantity and kind of goods. The Mahomedans from Ta-li and Yün-nan-fu arrive here in the autumn, and take south into the Shan States, or to the Siamese or Burmese markets, the products of the north—Straw Hats, Felt Rugs, Opium, Silk, etc.; Iron and Ironware from Central Yunnan; Salt from Szemao; Tea from the southern districts. They stop in the south trading, peddling, or doing transport work for a few months, and in the spring, before the rainy season sets in, return with loads of Raw Cotton and Foreign goods. In the autumn the Tibetans arrive in Szemao to purchase their supply of Tea, and return for another trip in the spring. The local caravans continually go to and from the Tea and Cotton districts

in the south, while others distribute these products all over the province, or carry Salt to the east and return with Native Iron or with Foreign goods from the Mengtaz and Tung-hai markets.

All these channels of traffic, the trade, and the kind of goods dealt in have not shown any marked change these few years. There is noticeable, however, some decline in the importation of Foreign merchandise by way of Burma, an increase in the influx of Foreign goods from Hongkong by the Red River route, and also some increase in exports to Laos.

The trade in Raw Cotton, the staple article of our Imports, is still holding its own, but has to meet the competition of the Indian and Japanese Cotton Yarn from Hongkong, imported in yearly increasing quantities in the eastern districts.

The Transit trade has been keeping steady; Transit Passes, enjoying due respect in Yunuan, are freely availed of.

The following table, while indicating the principal articles of import which have passed through this Custom House, partly as a supply to this market, but in the greater portion going immediately further inland under Transit Passes, will also show the quantity imported during the five years:—

DESCRIPTION OF GOODS.	1897.	1898.	1899.	1900.	1901.
COTTON GOODS.					
Shirtings, Grey, Plain..... Pieces	371	379	1,394	102	74
" White, "..... "	133	8	64	89	33
" Dyed, "..... "	212	72	22	45	8
T-Cloths, 32 inches..... "	61	127	306	107	19
Turkey Red Cottons..... "	182	16	6	709	...
Cotton Cloth, Burmese..... "	5,566	5,515	7,269	3,774	5,233
WOOLLEN GOODS.					
Spanish Stripes..... Pieces	15	4	11	31	47
Blankets..... Pairs	87	83	135	137	77
SUNDRIES.					
Birds Nests, 2nd Quality..... Cotties	49	78	5	246	244
Bones, Tiger..... Piculs	13	17	20	21	24
Cardamoms, Inferior..... "	5	11	28	81	64
Cotton, Raw..... "	11,489	16,200	12,424	8,718	12,985
Elephants Teeth, Whole..... "	10	11	15	19	6
Horns, Deer..... "	48	30	17	29	18
" Young..... Pairs	564	468	594	755	976
" Old..... Piculs	12	9	11	11	13
Indigo, Liquid..... "	35	36	19	14	78
Rattanware..... "	9	2	6	30	11
Skins, Pangolin..... "	10	12	12	20	11
(Furs), Tiger and Leopard.. Pieces	50	72	70	75	81
Umbrellas, Foreign..... "	200	532	824	1,889	142

This table, mentioning as it does only the goods which passed through this office, and coming mostly from Burma and the British Shan States, in no way represents all the articles which find

a market in our district. Various Foreign goods which are consumed in Szemao and in the adjacent country do not appear in the above list, as, being imported through Mengtaz and having satisfied all Dues and Duties at that Custom House, they are no longer taken notice of here; such is the case with Matches, various Cotton and Woollen Goods, Aniline Dyes, Needles, etc., and numbers of other Sundry articles.

The table given below shows the amount of the principal articles of export, passed through this office, which left Yunnan for the Haut-Laos, the British Shan States, Siam, and Burma during the last five years:—

DESCRIPTION OF GOODS.	1897.	1898.	1899.	1900.	1901.
Brassware..... Piculs	26	23	18	7	6
Caps, Felt..... Pieces	1,219	3,488	345	398	30
" Silk..... "	541	425	246	498	927
Carpets, Felt..... "	2,107	3,258	4,096	2,197	2,411
Chinaware, Coarse..... Piculs	28	44	96	58	78
Cloth, Native (Nankeens)..... "	16	15	32	32	41
Copperware..... "	7	5	11	13	14
Hat Covers, Waterproof..... Pieces	1,620	32,176	26,105	12,045	1,950
Hats, Straw..... "	9,106	11,739	11,785	12,385	1,605
Iron, Manufactured..... Piculs	854	694	749	421	812
" Pans..... "	474	751	868	301	407
Ironware..... "	345	330	347	162	137
Opium, Native, Yunnan..... "	6	3	4	17	15
Pottary, Earthenware..... "	59	64	84	63	117
Shoes and Boots, Chinese..... Pairs	695	652	960	729	778
Silk, Raw, Yellow..... Piculs	18	8	21	25	12
" Piece Goods..... "	9	9	4	3	2
Skin (Fur) Clothing..... Pieces	269	148	286	69	66
Steel..... Piculs	221	113	145	92	205
Sugar, Brown..... "	148	184	71	63	74
Tea, Black, P'u-eh..... "	6	38	19	46	452
Tobacco, Prepared..... "	11	5	10	40	33
Turnips, Dried and Salted..... "	109	138	146	89	264
Vermicelli..... "	123	58	79	57	58
Walnuts..... "	171	230	188	132	195
Wax, Yellow..... "	26	39	40	25	83

The above table does not record the large quantity of Salt which goes into Laos and the British Shan States (a quantity which alone is considered sufficient to pay for more than half of the Raw Cotton imported into Szemao from those places), as this trade is not under our control, nor the Opium that, from the western districts and by other routes, crosses the southern frontier at a distance of some 15 days journey from here.

With reference to Tea, which is the principal agricultural product of our district, it must be remarked that the small quantity recorded in our statistics is only what passed through our eastern branch stations into Laos; a larger quantity goes yearly into the British Shan States, Siam, and Burma from the Tea districts direct.

The total value of the Szemao trade has not varied very much during these five years, and compares as follows:—

YEAR.	IMPORTS FROM FOREIGN COUNTRIES.	EXPORTS TO FOREIGN COUNTRIES.	TOTAL: IMPORTS AND EXPORTS.	TREASURE AND COPPER CASH.		TRANSIT TRADE.	
				Imported.	Exported.	Inwards.	Outwards.
	Hk. Tls.	Hk. Tls.	Hk. Tls.	Hk. Tls.	Hk. Tls.	Hk. Tls.	Hk. Tls.
1897.....	154,596	31,378	185,974	4,200	...	139,305	...
1898.....	226,165	35,554	261,719	2,133	...	185,422	...
1899.....	171,432	42,462	213,894	6,758	...	141,485	...
1900.....	150,195	35,316	185,511	2,800	...	144,443	...
1901.....	209,381	35,268	244,649	860	...	181,367	...

The value of the total Import and Export trade as proportioned between Burma (British Shan States, etc.) and Tonkin (Laos), during the five years, is shown in the following table:—

YEAR.	IMPORTS FROM		EXPORTS TO	
	Burma.	Tonkin.	Burma.	Tonkin.
	Hk. Tls.	Hk. Tls.	Hk. Tls.	Hk. Tls.
1897.....	131,475 = 85 per cent.	23,121 = 15 per cent.	24,277 = 77 per cent.	7,101 = 23 per cent.
1898.....	192,387 = 85 "	33,778 = 15 "	28,242 = 79 "	7,312 = 21 "
1899.....	143,069 = 83 "	28,363 = 17 "	34,492 = 81 "	7,970 = 19 "
1900.....	129,498 = 84 "	20,697 = 16 "	27,155 = 77 "	8,161 = 23 "
1901.....	184,020 = 88 "	25,361 = 12 "	20,247 = 57 "	15,021 = 43 "

(c.) It must be remarked at the outset that the Tariff in force at Szemao—a frontier port—is a special one: it is based on the Tariff which was in force at the coast and riverine ports before the 11th November 1901, and, with the exception of goods on the *ad valorem* list, all the Imports pay seven-tenths and all the Exports six-tenths of the rate fixed by the said Tariff; the Transit Dues, however, are not favoured with any reduction.

The variations which have taken place during the five years in the amount of the Revenue collection, either in the total or in its separate divisions, as shown in the following table, do not call for special remarks:—

YEAR.	IMPORT DUTY (exclusive of Opium).	EXPORT DUTY (exclusive of Opium).	OPIMUM DUTY (Export).	TRANSIT DUES.	TOTAL.
	Hk. Tls.	Hk. Tls.	Hk. Tls.	Hk. Tls.	Hk. Tls.
1897.....	3,615	940	126	2,189	6,870
1898.....	4,641	1,392	50	2,705	8,788
1899.....	3,926	1,535	73	2,445	7,979
1900.....	3,318	1,030	343	2,076	6,767
1901.....	4,432	1,520	292	2,765	9,009

(d.) No Foreign Opium is imported in this district.

Very little Opium is produced in the immediate neighbourhood of Szemao; the supply of this drug for our market comes from places near Ta-li-fu, and from the Kuo-hei-shan (黑山)—a hilly district, due west of Szemao, between the Mekong and the Burma frontier,—where the poppy is extensively cultivated. Some Opium comes from the Liu-shun (六順) district, and from the country round Yuan-chiang, on the Red River. No statistics are available of the drug which is dealt with on the Szemao market, whether imported for local consumption or to be re-exported to the Tea and Cotton districts for sale or barter, but it is estimated to amount to a fairly large quantity. Opium is smoked to a very large extent throughout this part of the province, and it would not be an exaggeration to say that more than half of the male population is addicted to the habit; and as Opium finds a ready market, being always in demand and easy of transportation, it is commonly used as a means of exchange in all the southern districts.

Three qualities of Opium are generally dealt with on this market, viz.:—

1st quality: known under the name of *Heiao-ping* (小拼), or *Ping-tzu-t'u* (拼子土).

This kind contains very little moisture, and is generally made up into small cakes, wrapped in fine white paper, weighing from 6 to 9 taels; four or six of these cakes are made into one package by wrapping them in bamboo leaves.

2nd quality: called *Pao-tzu-t'u* (包子土); is made up in cnbes, weighing from 50 to 80 taels, wrapped in white cloth and closely tied with string. This is the kind usually met in commerce.

3rd quality: comprises the common kinds which go under the names of *Tan-ping* (單拼) and *Shuang-ping* (雙拼); is made up in round, flat cakes—the first weighing from 16 to 20 taels and placed on a single bamboo leaf, and the second in larger cakes, of 27 to 32 taels weight, and placed between two bamboo leaves.

100 taels is the commercial unit used in Opium transactions.

The average value of new Opium during 1901 has been about the following:—

1st quality: Tls 15 per 100 taels, or Tls 240 per picul.

2nd " Tls 14 " " Tls 224 "

3rd " Tls 12 to Tls 12.30 per 100 taels, or Tls 192 to Tls 200 per picul.

The Opium juice, unprepared, has been selling for Tls 8 to Tls 10 per 100 taels.

The cultivation of the poppy is extending in Yunnan, and the price of Opium shows a tendency to rise. It has not been possible to obtain reliable statistics of the total production of Opium in the province.

(e.) The market of Szemao has no direct dealings with the large commercial centres of the coasts; importing so few European goods, it is not directly concerned in the exchange between sterling and Haikwan taels, and offers no record of the variations. The exchange which affects this market is the one between copper cash and the various silver currencies of the place.

Copper cash have been changing steadily for 1,500 to the Szemao tael for several years past; but, beginning from October 1900, a sudden appreciation of cash took place, due very likely to the insufficient supply from the mints, and in the space of a few months the exchange stood at 1,080 to the Szemao tael, which rate is still ruling.

Hk. Ta 97.1.8.1.7 are taken to be equal to *Szemao Ta* 100.

The silver currencies used at Szemao and in its district are the following:—

- 1°. *Kung-ku-yin* (公估銀), called also *pai-fang-ting* (牌坊錠); is fine silver, smelted in the form of oblong cakes, which bear the stamp of the Kung Ku (or Assay Office) impressed on them, and their weight ranges from 4 to 5 taels per piece. This silver is current all over the province, and is recognised everywhere as of full standard; it is therefore used by the Government and accepted in payment of Customs Duties, Likin, and taxes.
- 2°. *Wén-yin* (紋銀), or pure silver, also commonly called *mu-chi-ko* (母雞銀); this silver is smelted in small round cakes, weighing a little over 1 tael each, bears no assayer's stamp, and is accepted in commercial transactions and in payment to the Government in the same way as the Kung Ku silver. This currency is the one mostly used in Ta-li-fu and in the I-hsi (迤西) circuit.
- 3°. *Shih-yin* (市銀), specially used on the Szemao market; is smelted in oval or round cakes, of 5 and 10 taels weight. The metal does not present a good appearance, and is of blackish colour.
- 4°. *Yuan-chiang-yin* (元江銀), used specially in the Yuan-chiang-chou (元江州) district; is made in small round cakes, weighing about 1 tael each, bearing no marks. The silver is of inferior quality.
- 5°. *Méng-sa-yin* (猛撒銀); resembling in shape and size the *Yuan-chiang-yin*, but of a still inferior quality.
- 6°. *Kuo-p'ien-yin* (鍋片銀); this is a very inferior quality of silver, smelted in flat, thin, shapeless cakes, varying in weight from 2 to 10 taels. This kind of silver is used in the tea districts specially.

The rupee begins to be known in the southernmost part of the Szemao district, and Indo-China dollars are occasionally accepted by caravans trading with Mengtaz.

The quality of silver varying so much in the above denominations of currencies, it follows that a good deal of inconvenience is caused in commercial transactions. The following are the average corresponding values of the various silver currencies:—

<i>Ta</i> 100 Kung Ku silver	= <i>Ta</i> 100 fine silver.
<i>Ta</i> 100 <i>wén-yin</i>	= <i>Ta</i> 100 "
<i>Ta</i> 100 <i>shih-yin</i>	= <i>Ta</i> 90 "
<i>Ta</i> 100 <i>Yuan-chiang-yin</i>	= <i>Ta</i> 94 to <i>Ta</i> 95 fine silver.
<i>Ta</i> 100 <i>Méng-sa-yin</i>	= <i>Ta</i> 90 " <i>Ta</i> 92 "
<i>Ta</i> 100 <i>kuo-p'ien-yin</i>	= <i>Ta</i> 88 " <i>Ta</i> 92 "

(f.) The total value of goods arrived at Szemao, and of goods exported, during the five years under review, compare as follows:—

YEAR.	IMPORTS: Value at Moment of Arrival.	EXPORTS: Value at Moment of Departure.	EXCESS OF IMPORTS.
	<i>Hk. Ta</i>	<i>Hk. Ta</i>	<i>Hk. Ta</i>
1897.....	140,412	34,954	105,458
1898.....	206,017	39,956	166,061
1899.....	155,781	47,461	108,320
1900.....	136,596	39,514	97,082
1901.....	190,603	40,046	150,557

(g.) No changes have taken place in Szemao with regard to its population. The Shih-p'ing (石屏) merchants who established themselves here a number of years ago are still the people who have in their hands the whole of the tea, salt, and raw cotton trade. There are a few traders also from the north of the province, from Kweichow, and from Kiangsi, but with no hongs of much importance.

This part of the province is scantily populated, and agriculture, in consequence, is far from being developed to its full extent; it would benefit much from the immigration of hard-working people from the north. The native inhabitants of the plains and valleys are indolent, too much addicted to opium-smoking, and do not take sufficient advantage of the resources of the soil. Farming, some mining, transport work, and cotton weaving are the principal occupations of the population, and no changes have taken place in them.

There are no Foreign merchants at Szemao; the number of Foreign residents is at present four only.

(h.) No Foreign Settlement exists at Szemao, and as yet no Foreign house has been built.

(i.) There are no water approaches to this part of the province.

The Mekong, which flows at some five days distance due west of this place, is not navigable. An attempt was made in 1898, by a small French gun-boat, to ascend that part of the river; but it succeeded in only reaching a point south of the Chinese frontier, which is still some 15 days journey distant from here. Taking into consideration also the difficulties of navigation on a good part of the river even below the place reached, it seems doubtful whether the Mekong can ever be utilised for traffic.

The Pa-pien-chiang (把邊江), which passes at no great distance east of P'u-érh, is also not navigable, and it does not become so until after having entered far into Tonkin, at Lai-chou (萊州), where it takes the name of Rivière Noire; but it is only during a few months of the year that boats of a small size can reach that point. From Lai-chou to Szemao there is still an overland journey of some 24 days.

A few small boats, of 1 or 2 tons capacity, are to be seen at Yuan-chiang-chou (元江州), on the Red River, but even these can navigate only during part of the year. They are employed for the transport, from Yuan-chiang to I-sa (迤撒), of salt which comes from the Mo-hei and

Shih-kao-ching wells; from near I-sa a shorter route leads to Lin-an, reducing thereby the land journey by some two days and avoiding a very high and trying pass. Occasionally, when the state of the river permits, some of these boats go down as far as Manhao, but carry nothing worth speaking of.

(j.)

(k.) The plague visitations which seem periodical on the Mengtze plateau have, happily, not reached this district—except at its extreme eastern limit, at Yuan-chiang, where in 1897 the disease made a number of victims.

In 1901, owing to the prolonged rainy season, an outbreak of malarial fever—unprecedented in its severity—happened at Szemao itself; according to Native estimate, it claimed some 600 victims in a few months.

Chang-ch'i (瘴氣) is the name given by the natives of this district to a kind of malaria prevalent on the lower plains south of Szemao, in the Mekong and Red River Valleys, and they are very reluctant to travel in those places, as it often happens that caravans leave some of their muleteers dead from malarial fever along the road and numbers of porters stricken with it never return from those low lands. The Shans seem not to be much affected by this malaria, and are the only people who can inhabit those places with impunity.

(L.)

(m.) It is reported that four *han-lin* (翰林) and 11 *chin-shih* (進士) were gained at the Peking examinations by the Yunnan province, but it is many years since any Yunnanese reached the honour of *chuang-yüan* (狀元), *pang-yen* (榜眼), or *t'an-hua* (探花).

(n.) There has been in the province some progress with reference to Native literary movement, but not of a very marked character.

At Yün-nan-fu, in addition to a school of telegraphy and some others which have existed for several years, a French school has been started lately, under the direction of a French professor.

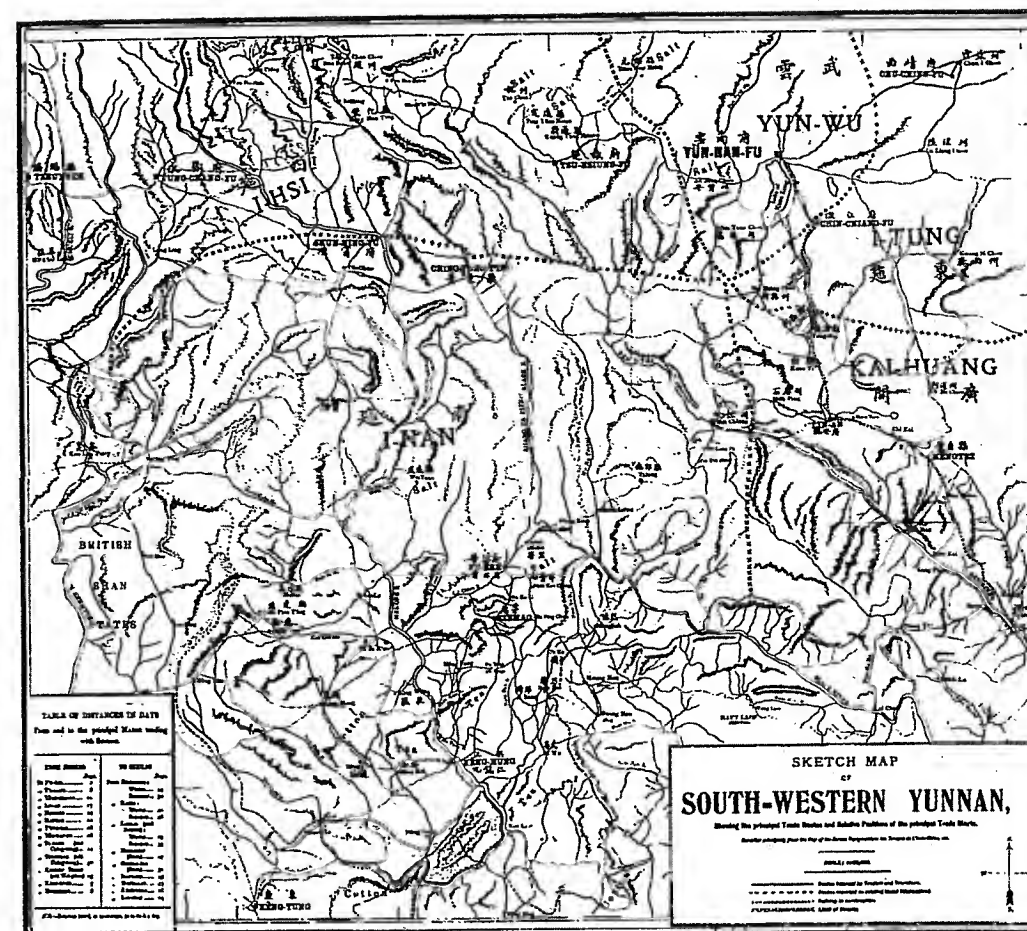
At P'u-êrh a class for instruction in French was opened some time ago by the Taotai, and is frequented by about 15 pupils.

Under the auspices of the I-nan (遼南) Taotai, a small college has been opened at Pu-érh, where pupils belonging to the circuit can get tuition and prepare for Native examinations. A few free places are granted to deserving youths.

(c). The number of *chü-jên* (舉人) assigned to this province is 64, beside 10 *fu-pang* (副榜). When special examinations are sanctioned, 10 more are added to the above number.

Of *hsiu-ts'ai*, 1,398 is the number allowed; but on extraordinary occasions, happy events in the Imperial family, etc., one more place is granted to each prefecture, *ting*, or *chow*.

The population of Yunnan is very sparse, and comprises, besides, a number of tribes of different races, inhabiting remote places among mountainous districts, making it difficult for anybody who has not travelled extensively in the province to form any idea of the population, as no official statistics are available. 8,000,000 is the estimate given in the report published by the Mission Lyonnaise.



Of the adults, probably not more than 20 to 25 per cent. of the males can read to any sufficient extent; and as regards the female population, only in a few cases, in rich families, is any instruction given to women.

Some of the aboriginal tribes, like the Lolos and the Shans, have a language and writing of their own; some other tribes, while having their own peculiar language, have no systematic writing at all.

(p.) The province of Yunnan, almost to its whole extent, is mountainous, especially the western and north-western districts. In the south the mountains do not attain to great heights, but going towards the north they rise considerably, and when reaching the Ta-li groups we find lofty mountains whose peaks are covered with snow for several months of the year.

This province, extending as it does through several degrees of latitude, and with the various altitudes, has, naturally, different climates, and the products of its soil vary greatly. Rice, wheat, oats, maize, buckwheat, colza, millet, beans, sweet potatoes, ground-nuts, etc., are cultivated. Of fruits, most of those of the temperate regions are to be had, and in varieties they range from the chestnuts and walnuts of the north to the bananas and pineapples of the valleys in the south.

Hemp is cultivated in the north, as well as on the hills of the south; but cotton is not grown, except in the Mekong Valley, south-west of Szemao.

Ching-tung-ting (景東廳), Yung-pei-ting (永北廳), and Kuang-hsi-chou (廣西州) are the sugar cane districts, and those places provide sugar for a great part of Yunnan. This cane is common in the whole of the south of the province also, but is not there used for the extraction of sugar.

Opium and tea are the staple products for exportation, the value amounting to a large figure annually.

Generally speaking, agriculture in Yunnan is not up to the standard of other provinces. The country has not yet recovered from the effects of the Mahomedan Rebellion; the hands to till the soil are scarce, while the means to carry the products to the markets are few, difficult, and expensive.

Forests are abundant in the southern and western parts of the province, but are next to useless, on account of the difficulty of transporting the timber.

The districts of Tung-ch'uan (東川) and Li-chiang-fu (麗江府) raise a considerable number of sheep, ponies, and mules, many of the last named being exported either to other provinces or to Burma.

The water-buffalo is the common helper of the husbandman, bullocks being used almost solely for transport.

The raising of live stock seems not to be developed to the extent of the grazing ground available.

Tea is the staple article of export of the I-nan circuit. It goes under the name of Pu-êrh tea, and is sent not only all over China, but also into Laos, Siam, Burma, and Tibet.

The following extract from a report accompanying the collection of exhibits prepared by this office for the Paris Exhibition of 1900 will give a clear idea of the importance, mode of cultivation, treatment, and preparation of the various kinds of P'u-êrh tea:—

"This tea is entirely produced in the Chinese Shan States, but as these are nominally dependent on the prefecture of P'u-êrh, it is universally known as P'u-êrh tea. It is generally consumed in Yunnan, and a considerable quantity is also conveyed to Tibet and to the other provinces of China. . . . The export to Tonkin in 1898, by way of Mengtaz, was 1,300 piculs, of which, however, 350 piculs were declared for Hongkong.

"P'u-êrh tea makes its way to every province in China; and as it goes farther away from the place of production, it is regarded rather as a luxury than an ordinary article of drink, and is believed to possess medicinal qualities. It is even taken in minute quantities as an aid to digestion after meals. P'u-êrh tea has a musty flavour, due to its careless preparation, and does not recommend itself to the ordinary Foreign palate.

"Except in the great ranges of mountains which separate Yunnan from French Laos, tea is not known, authentically, to occur wild in any part of China or Japan; and it is very probable, therefore, that it was in this neighbourhood that the cultivation of tea originally began.

"Tea plantations occur in the States of Ipang and Iwu, east of the Mekong, and in the districts of Menghai and Mengwang, to the west of that river. There are no reliable statistics of the quantity produced, but the probable amount is about 40,000 piculs—I pang and Iwu producing 10,000 piculs, and Menghai and Mengwang 30,000 piculs, annually.

"In Ipang and Iwu the cultivation is entirely in the hands of Chinese. The tea shrubs are propagated by seed, and the plants, when very young, are transplanted in rows along the hillsides, which have been previously cleared of all vegetation. The soil is kept loose, and the ground is occasionally weeded; but nothing is done to the shrubs, which attain a height of 7 feet, on an average, although trees of 10, 12, or even 15 feet are common.

"In Ipang and Iwu the season for picking tea commences about the end of March. The first quality, known as *shêng-ya*, consists of tender, tomentous buds, and of this only a small quantity is obtained; this quality is held in high esteem, and most of it is carefully set aside, some being eventually forwarded to Peking as part of the tribute tea destined for Imperial consumption. The other qualities, such as *shu-ya*, *chien-tai*, etc., are simply the leaves in an older state, and are distinguished by their size, colour, and time of picking. These kinds are treated, after picking, in the following manner: the leaves are first kneaded by the hands, and then baked in a large iron pan for about 20 minutes over a brisk fire; they are then spread out on bamboo matting in the sun, and occasionally turned and shaken; when thoroughly dry the tea is handed to women and girls to be sorted, the stalks and flowers being separated from the leaves.

"In the Menghai and Mengwang districts, west of the Mekong, the tea plantations belong to the Shans and Ak'as, and much less care is taken by them in the cultivation than by the Chinese at Ipang and Iwu. The ground is not cleared, and the shrubs grow almost wild, under the shade of big trees. The Shans wait till the leaves are developed, and have

only two pickings. The result of the first picking is the *hsi ch'a*, or fine tea; that of the second, the *ts'u ch'a*, or coarse tea; and these two are the only qualities recognised at the plantations. After a careless preparation, the loose, dried tea is sold to traders, who carry it to Szemao, Wei-yüan, Ta-li, and other markets, where it is sorted, pressed into cakes, and packed for sale.

"So far, only the plantation qualities of tea have been described, and their numerous names—dependent on the time of picking, and even the particular hill at place of production—have been the cause of considerable confusion when the subject of P'u-êrh tea has been treated of in books, official reports, etc.

"Out of the plantation qualities the commercial kinds of tea are blended; and in commerce, i.e., after the tea gets into the hands of the tea merchants at Szemao, Ipang, Iwu, etc., only three kinds of tea are recognised. These three kinds are made up of the plantation qualities in varying proportions.

"The loose tea is made into cakes or balls, for transport, by the following simple process: the tea is blended in the required proportions, and put into an iron pan containing a small quantity of water, to render the leaves soft and pliable; when sufficiently soaked, several handfuls of the leaves are put into a cloth and pressed into a ball by twisting; a few leaves of a finer quality, including some of the silky *shêng-ya*, are then placed on the outside of the mass, which is again twisted and pressed flat by the weight of a heavy stone on top. This process produces the flat, circular cakes which are met everywhere for sale throughout China. The balls are made in the same way, but without the pressure of the heavy stone. The square cakes—a form met with in tribute tea, 'cumshaw' tea, etc.—are fashioned in a wooden mould. Seven balls or cakes of tea are packed in bamboo leaves to form a *t'ung*, and these *t'ung* are then placed in crates for carrying by muleback to the various markets.

"It is, of course, possible to purchase at Szemao blends of the plantation qualities of tea, according to the taste of the individual; but these special blends are not met with commercially."

Tea at the plantations is divided into various qualities known by the name of the tea district, and is classified generally as follows:—

1st quality, or <i>shêng-ya</i> (生芽);	average price per picul, Tls 70 to Tls 80.
2nd " " <i>shu-ya</i> (熟芽);	" " Tls 45 " Tls 50.
3rd " " <i>chien-tai</i> (尖子);	" " Tls 20 " Tls 30.
4th " " <i>so-pien</i> (搜邊);	" " Tls 15 " Tls 16.
5th " " <i>ti-ch'a</i> (底茶);	" " Tls 12 " Tls 13.
6th " " <i>kao-p'ing</i> (高平);	" " Tls 6 " Tls 7.

In commerce, as mentioned above, and on the market of Szemao after the common qualities of leaves have been pressed into cakes, tea is usually divided into three qualities, viz:—

1st quality, or <i>hsi ch'a</i> (細茶), in cakes;	average price per picul, Tls 16 to Tls 18.
2nd " " <i>ts'u ch'a</i> (粗茶), " " "	" " Tls 12 " Tls 14.

3rd quality, or *Ku-tsung-ch'a* (古宗茶), made up in balls. This is the inferior commercial quality of tea, and is specially prepared for sale to the Ku-tsung (古宗) tribe of Tibetans, who come to Szemao every year with large caravans expressly to purchase this kind of tea for sale in Tibet; the average price is from *T'ia* 9 to *T'ia* 10 per picul.

There are some special qualities of tea which go under the names of—

Li-wu-ch'a (禮物茶), or "tea for presents." Of good quality; made up in square cakes, in imitation of tribute tea.

Kung-ch'a (貢茶), or tribute tea. This is made up in square cakes, and prepared at the Prefect's yamen from the loose tea leaves sent as yearly tribute from the Ipang and Iwu States; from Szemao it is sent to the provincial capital, whence, after being ornamentally packed, it is forwarded to Peking.

Ch'a-kao (茶膏), or extract of tea. This preparation is also made at the Ting's yamen, and afterwards sent to the Palace at Peking; it is prepared by boiling tribute tea leaves into a decoction, which, after having been strained, is again boiled down, until a solid, viscous mass remains, consistent enough to be cut in small cubical cakes, which are then forwarded to Yün-nan-fu, where they are packed ready to be sent to Peking.

Yunnan has only a few industries developed to any extent. The weaving of cotton cloth has been encouraged, and has developed rapidly in Yün-nan-fu and in its neighbourhood, aided by the increased importation of Foreign cotton yarn by the Red River route. Felt rugs, straw hats, earthenware and coarse chinaware, pipes, various kinds of samshu, sugar (brown, white, and candy), ironware, and copperware are the principal articles made in the province.

At Szemao the weaving and dyeing of cotton cloth is an industry which has attained a certain importance and is improving yearly. The place is renowned also for its plaited leather saddlerywork, and for the manufacture of silver ornaments for sale to the aborigines.

Mining is the most important industry of Yunnan, and the one on which the prosperity of the province depends. The Mahomedan Rebellion crushed this once flourishing industry, and even at this distance of time it has not been able to recover to any great extent. Although some of the tin mines near Mengtaz, the iron mines of Hsi-o (緬甸) and Ho-hsi (河西), and the copper mines east of Yün-nan-fu have resumed, of late years, much of their activity, yet they are far from being worked to the extent they were in old times. Want of capital, of hands, of improved appliances, and, above all, the expensive and difficult means of transport are crippling this industry.

That Yunnan is rich in mines is generally admitted, but the exact extent of the richness is not yet well known. Iron, copper, galena, tin, coal, orpiment, marble, silver, gold, etc., are found in various places; salt wells are numerous, and not only provide for the wants of the province, but furnish a large supply for export. The I-nan section of Yunnan is probably not so well known, or has not been so well prospected for mines; with the exception of some coal deposits not yet worked to any extent, of copper mines of minor importance to the south of Szemao, and some gold-washing near Ta-lang, there are no mines of any importance. I-nan is,

on the other hand, very rich in salt, and the output of its Mo-hei (磨黑) mines (rock salt) and Shih-kao-ching wells (石膏井) is a source of wealth alike to the district and province and of revenue to the Government. In this connexion the following notes on the salt production of this district and of the rest of the province will probably be found of some interest.

Salt is a Government monopoly; trade in it is controlled by a central office at Yün-nan-fu, where a Yen Tao (鹽道) appointed from Peking resides, and the different salt districts are supervised by *ti-chü* (提舉), or inspectors, appointed for the term of three years by the Yen Tao. In October 1900 a new tax was imposed on salt, and the notification issued in this connexion stated that the total reported to the central office was 540,000 piculs annually; this quantity, however, does not include allowances, commissions, cost of keeping official salt shops, etc., which are paid for in kind and constitute a considerable item. From this we can form an idea of the importance of the salt output of this province.

The following table indicates the principal salt wells:—

SALT DISTRICT.		LOCALITY.	
<i>Shih-kao-ching</i> :—	石膏井	Ning-ärh-hsien.....	甯洱縣
Shih-kao-ching.....	石 膏 井	Wei-yüan-t'ing.....	威遠廳
Mo-hei (mines).....	磨黑井	".....	"
Hsiang-yen-ching.....	香鹽井	".....	"
Mon-mieh-ching.....	香茂井	".....	"
I-hsiang-ching.....	益香井	".....	"
Hsi-k'ung-ching.....	孔得井	".....	"
Pao-mu-ching.....	抱母井	Chên-yüan-t'ing.....	鎮沅廳
An-pan-ching.....	按版井	Ting-yüan-hsien.....	定遠縣
<i>Hsi-yen-ching</i> :—	黑鹽井	Kuang-t'ung-hsien.....	廣通縣
Hei-yen-ching.....	黑鹽井	".....	"
Yüan-hsing-ching.....	元興井	Yüan-mou-hsien.....	元謀縣
Yung-chi-ching.....	永昌井	Ting-yüan-hsien.....	定遠縣
Ts'ao-ch'ü-ching.....	草角井	Yao-chou.....	姚州
A-lou-ching.....	阿陸井	Chien-ch'uan-chou.....	劍川州
<i>Pai-yen-ching</i> :—	白鹽井	Yün-lung-chou (Ta-li-fu).....	雲龍州
Pai-yen-ching.....	白鹽井	Ting-yüan-hsien.....	定遠縣
An-feng-ching.....	安豐井	An-ning-chou (Yün-nan-fu).....	安甯州
Yung-sheng-ching (or Ch'iao-hou-ching)	永勝井 (喬後井)		
Yün-lung-ching.....	雲龍井		
No-teng-ching.....	諾鄧井		
Shih-mên-ching.....	石門井		
Shun-tang-ching.....	順達井		
<i>Lang-yen-ching</i> :—	浪鹽井		
Lang-yen-ching.....	浪鹽井		
<i>An-ning</i> :—	安甯井		
An-ning-ching.....	安甯井		

Every district has an assigned area for distribution of its salt. The north and north-west part of the province are supplied by the Pai-yen-ching district; the Hsi, the Lang, and the An-ning Yen-ching provide salt for Central, North, and North-east Yunnan; the Shih-kao-ching wells not only supply all the south of Yunnan, from the frontier west of Szemao going east, to beyond Mengtaz, as far as K'ai-hua, but a quantity of salt is sent also into Laos and the British Shan States. It is estimated that nearly two-thirds of the cotton which comes from the adjacent districts (12,985 piculs were imported in 1901) is paid for in salt. This product is a common medium of exchange in the cotton and tea districts, where a load of it is usually bartered for a load of cotton.

At the Shih-kao-ching wells this commodity is sold wholesale for *K'u-p'ing* $\text{T}a$ 2.3.1.0 a picul; at Szemao, for *K'u-p'ing* $\text{T}a$ 2.5.7.0—the difference being the cost of transport. When arriving in the cotton districts, the salt reaches the price of $\text{T}a$ 6 to $\text{T}a$ 7 per picul, according to distance, which generally corresponds with the price of the same weight of raw cotton.

With the exception of two short sections of the Chin-sha River (金沙江), the Red River, and on the lakes, where carrying is done by boats—and of a few places in Eastern Yunnan where carts are used,—the transport in the remaining part of the province is effected exclusively by pack-animals and porters. Yunnan is the land of distances; the moving from one town to the other, from one market to the next, is at once a question of days. Travelling, besides being difficult, is very expensive, and the cost of transport is so heavy that it is crippling the commercial activity of the province. In the palmy days of Yunnan, when traffic was very active, numbers of good roads were built, leading from one end to the other of the province, and good, substantial, and well-built bridges erected to span rivers and torrents; but now these roads are in many places in a bad state of repair—for years no attention has been bestowed on them, and the effects of the traffic and of the weather have reduced those especially of steep ascents or descents to an impassable state.

Porters are numerous, particularly in the I-hsi (迤西) circuit, and are often seen travelling in parties of two or three score. They use two ways of carrying: by the *pei-tzu* (背子), when the load is placed on a frame supported by a kind of yoke which rests on both shoulders, aided also by a strap passing over the head—in this manner an average weight of 70 catties is carried; by the *tiao-tzu* (挑子), when the load is divided in two parts, and carried by means of a bamboo or pole which rests on one shoulder only, as commonly seen all over China—the load in this case is much lighter. Porters generally cover a distance of some 40 li a day, and usually go only on journeys of a few days duration, attending specially to the traffic on small or secondary roads.

The main bulk of the transport is done by pack-animals—mules, ponies, and bullocks. The Yunnanese mule is a rather small-sized animal, but hardy, strong, and very sure-footed; fed in an indifferent way, with little rest, he travels for journeys of 20 to 40 and more days, carrying a load of 100 catties, over all sorts of roads, without sign of breaking down.

The way the Yunnanese load their animals is very practical. The mule has only a small pack-saddle; to this is attached the breast and hip straps, but no girth. An independent light frame, in the shape of an A, made of strong wood and fitting exactly into the small pack-saddle, is the support of the load, and to it the two packages are tied with leather straps at the beginning of the journey and are not removed till the end. By securing one package lower

or higher on the slanting side of the frame, the muleteer can manage to balance two packages which are not of the same weight. In loading, two men lift the frame over the mule, place it into the grooves of the pack-saddle, and the animal is ready for the journey. On arrival at the resting-place, two men wait for the mules coming in, get hold of and lift these frames, the animals slip from under, and in a few minutes the whole caravan is discharged. This system has also the advantage that when the animal falls, as must often happen on these bad roads, the frame, touching the ground, relieves the animal from the load; in narrow paths, along steep slopes, many animals have been saved by easily disengaging themselves from their burden when meeting with an accident.

A mule caravan travels, on an average, 60 li (or 20 miles) a day. Only caravans of a certain size go to distant places, and often two or more join together for mutual protection. Every muleteer is armed in some way—from a trident, a spear, a sword, a matchlock, to the latest pattern of Winchester; this precaution is not altogether unnecessary when travelling in frontier districts where robbers and horse-thieves are common. The Tibetans, besides their swords and matchlocks, have their caravans guarded by several of their huge dogs, which keep horse-thieves at a respectful distance from the camp. However, one does not hear so much of robberies as might be imagined, considering the insecure districts through which caravans sometimes pass.

Caravans of 100 to 200 or more mules and ponies, carrying cotton or tea, are often met with, while others of 300 or 400 and more bullocks, transporting salt, are a common sight.

The bullocks are used only for short journeys, and are principally employed in the carrying of salt and tea. These caravans travel, on an average, between 30 and 40-li a day; as with mules, the load carried is 1 picul.

The packages for pack-animal transport must not exceed 50 catties weight and certain dimensions, as otherwise it would not be possible to pass on many of the narrow paths.

The price of transport is a matter to be debated every time with the *ma-kuo-tou* (馬鍋頭), or head muleteer; it varies with the season, the place of departure or destination, the quantity of packages, the scarcity of caravans or otherwise, and the chance of getting return cargo. The following list of charges will give an idea of the average cost of transport between Szemao and the different markets for 1 picul of goods:—

Szemao to Kentung	About $\text{T}a$ 5.
" " Mandalay	" $\text{T}a$ 11.
" " Moulmein	" $\text{T}a$ 16.
" " Yün-nan-fu	$\text{T}a$ 5 to $\text{T}a$ 6.
" " Ta-li-fu	$\text{T}a$ 5 " $\text{T}a$ 6.50.
" " Tonghai	$\text{T}a$ 4 " $\text{T}a$ 5.
" " Shih-p'ing	$\text{T}a$ 4 " $\text{T}a$ 5.
" " Mengtaz	$\text{T}a$ 5 " $\text{T}a$ 6.

But it does not follow that from those places to Szemao the price will be the same—on the contrary, for instance, from Mengtaz to Szemao $\text{T}a$ 7 is demanded; from Mandalay, as much as $\text{T}a$ 20; and from Moulmein, close to $\text{T}a$ 30; while one might get a returning caravan from Yün-nan-fu for $\text{T}a$ 3 a *to*. As it takes some 16 loads to make a ton, it will be seen at once how handicapped is any trade with this place.

It must be noted that during the summer months—the rainy season—traffic, if not suspended altogether, is very much reduced, many roads being impassable.

The accompanying map of South-western Yunnan, prepared by Mr. Assistant ROUSSE, will illustrate the relative positions of the different markets from and to which Szemao draws its supplies and sends its products, also the caravan routes over which traffic is carried; while the table appended will show the average time taken in the transport of merchandise from and to the various markets and Szemao.

Communications in a mountainous country like this are, naturally, difficult and slow; the accompanying profile map (from the original kindly lent by Mr. CAREY, formerly of this office) of one of our caravan routes—Mauhao to Szemao—will give an idea of the variations of level the roads have to follow and of the difficulties of this overland traffic:

(g.)

(r.) There are no regular banks at Szemao. Remittances of money, especially from and to Yün-nan-fu, are generally sent through the tea hongs, the charges amounting to 3 per cent.

(s.) No Native postal agencies exist. The local officials have their own couriers; the merchants and public generally entrust their letters to the muleteers, to whom a small "cumshaw" is given.

Since the opening of this port the Customs have been running couriers to and from Mengtaz; these take 10 to 11 days to cover the distance—about 1,000 li.

(t.) In 1900 the office of the Iwu (易武) station was removed further north, to Menghai (猛海), where it is found more convenient for the control of traffic to and from Laos and on the eastern routes to the Shan States.

(u.)

(v.) The Missions Étrangères de Paris have been in Yunnan for a great number of years, and their field of work extends over the greater part of the province and to the Tibetan borders. This mission is divided into two branches: the Mission du Yunnan, with two Bishops and 23 priests; and the Mission du Thibet, with one Bishop and 16 priests.

The work of the Protestant missions began in 1881.

There are no missions in South-western Yunnan.

(w.) Hunan, Kweichow, Szechwan, and Kiangsi have guilds at Szemao, but the members are not numerous nor are the guilds of great importance. There are also the guilds of the I-hsi circuit and of the towns of Shih-p'ing (石屏), Lin-an (臨安), and Hsin-hsing (新興). These are associations for mutual help and protection among fellow-provincials or townsmen; their buildings are used for periodical meetings, and in some cases also as places of worship. Some land and house property is owned by these guilds, the income from these sources, added to the annual subscriptions, defraying the expenses of the association. The principal and the largest in membership is the Shih-p'ing Guild. This association has a large temple, where the usual gatherings and periodical religious ceremonies take place; on various occasions during the year gorgeous processions, attended by all the notables of the town, are held under the patronage of this guild.

Szemao has no guilds either in other cities in Yunnan or in other provinces.

PROFILE MAP

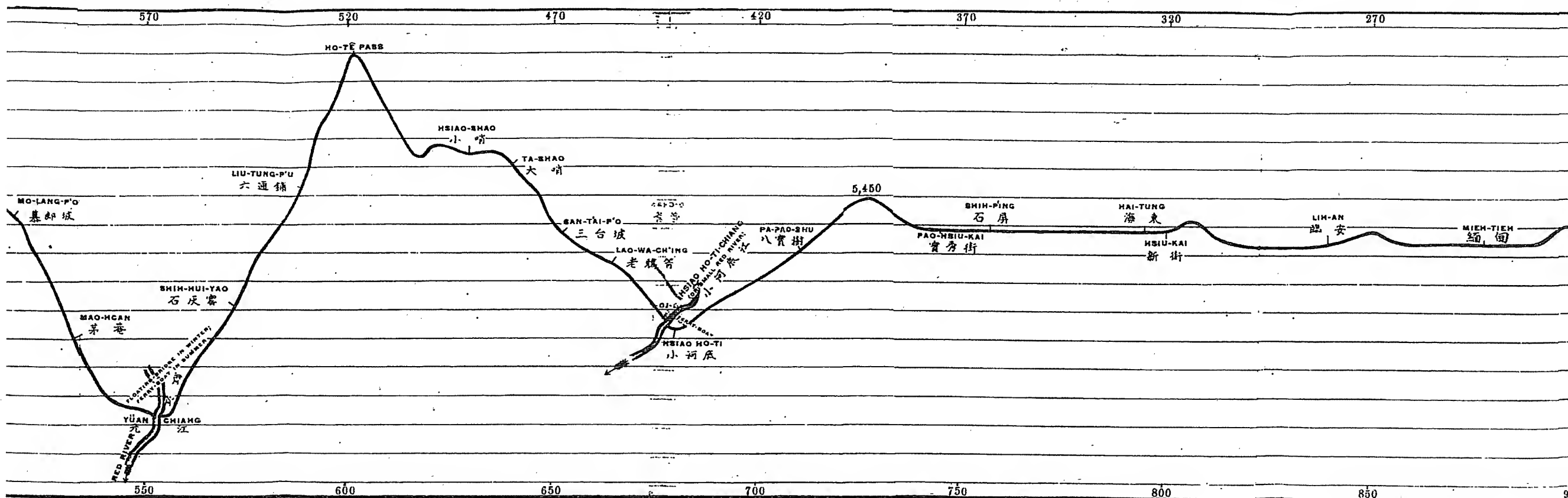
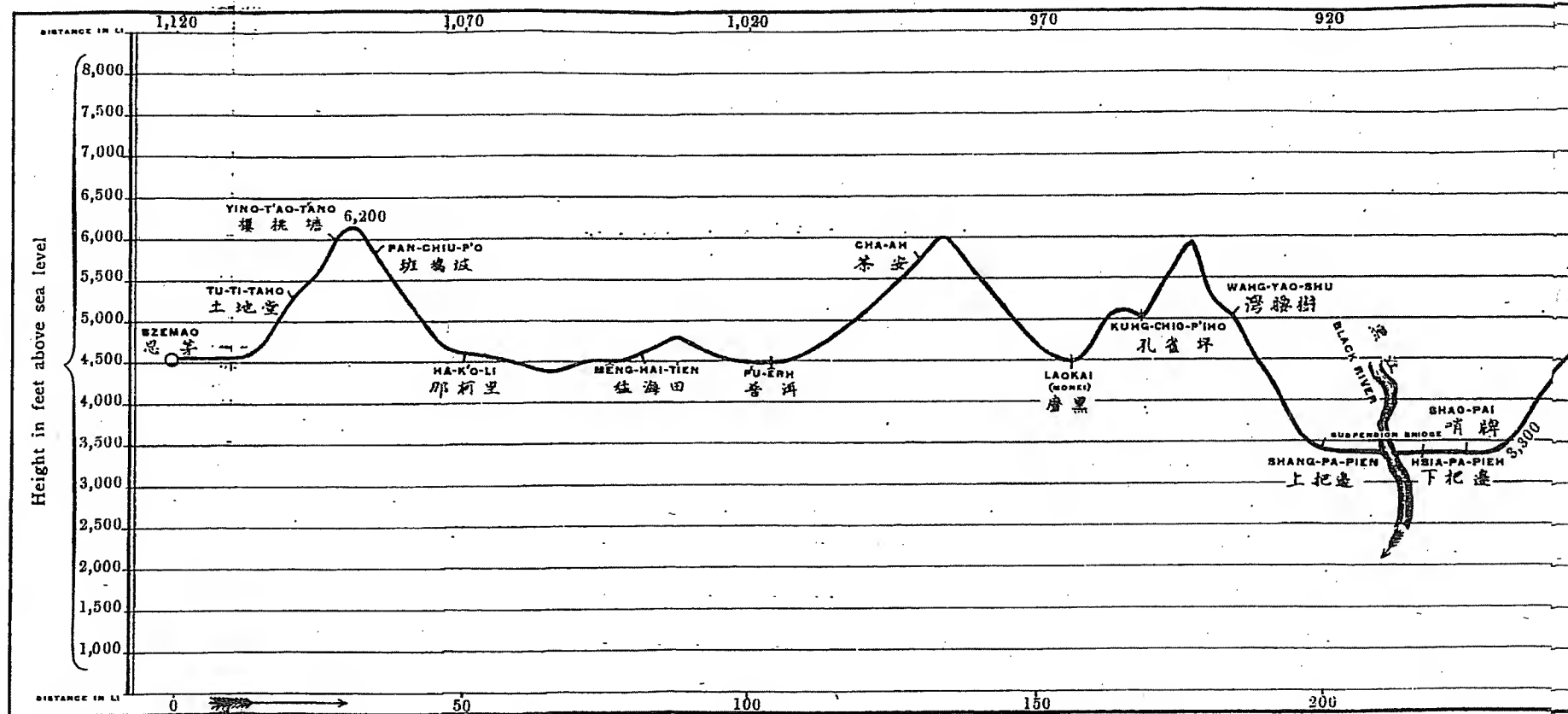
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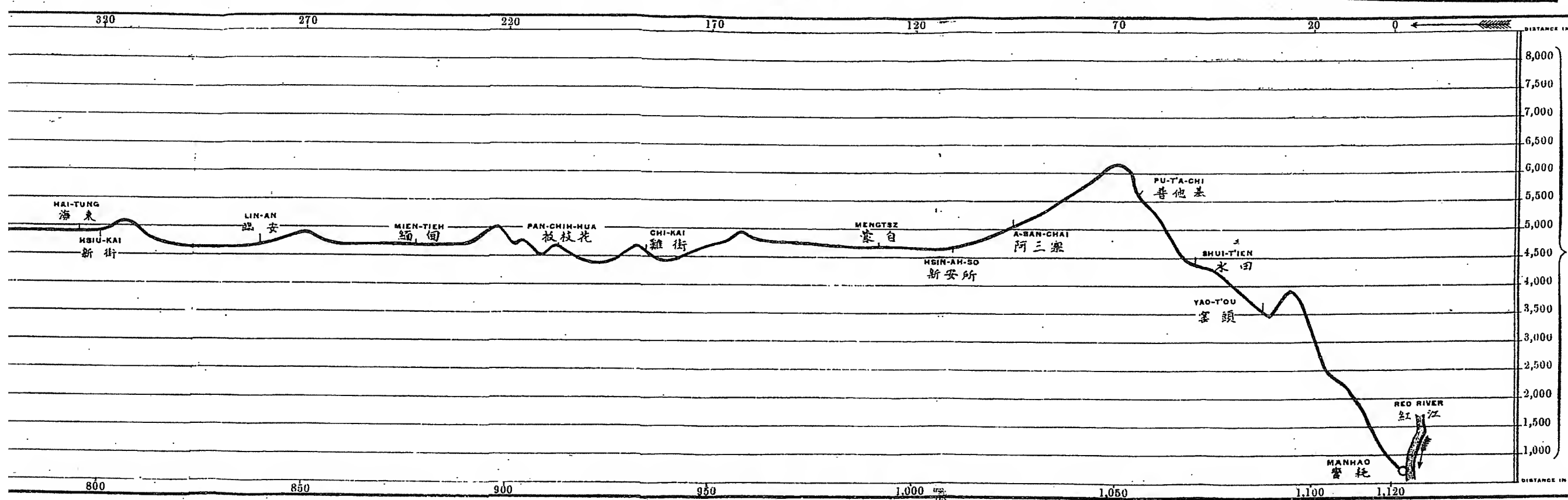
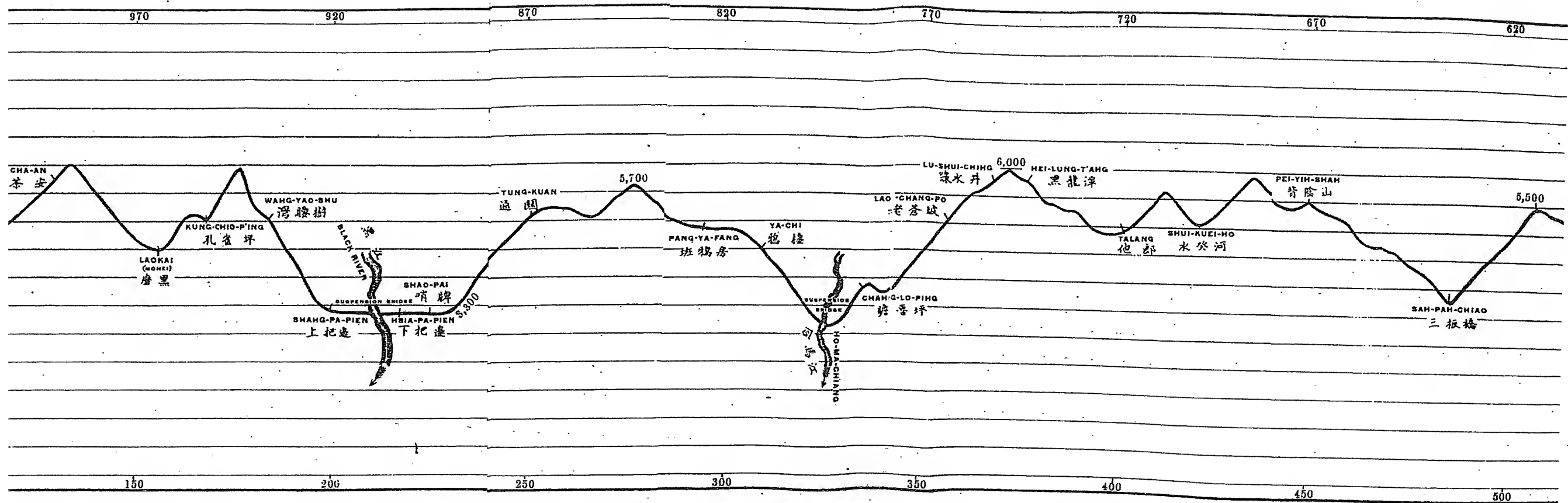
BETWEEN

Szema and Manhao

(With approximative distances according to local statements.)

From Mr. F. W. CAREY's Original Sketch Map, etc.





(x.) and (y.).

(z.) Situated as Szemao is, "50 days from everywhere," with such difficult and expensive means of communication and at such a distance from sea-ports, it could hardly be expected that it would rapidly become a growing market or a great consumer and distributor of Foreign goods. The experience of these five years as an open market has shown that, notwithstanding the advantages gained by a free intercourse and by lighter and equitable taxation, these advantages have not been able to counteract, in a noticeable way, the effects of the difficulties under which trade is carried on. The population of this part of Yunnan could and would be willing to buy more Foreign commodities if these were not sold at such exorbitant prices, on account of heavy transport charges; while some of the local products of the soil and of the mines could find a larger market if they were not impeded by the same cause. But while saying that there is room for expansion, it must not be understood to be unlimited. In a mountainous country, with an even climate and people of few wants—a paucity of population,—agriculture not fully developed,—mines not worked, or only imperfectly worked,—there could not be enough products to be given in exchange, and the purchasing power is therefore limited.

As a centre of distribution Szemao has lost ground, nor is the prospect for the future bright in this direction. The Tonkin-Yunnanfu railway line will certainly provide cheaply, with cotton yarn and other goods, districts now supplied by the Szemao market with raw cotton, etc.; the Tengyueh route will no doubt extend its trade into our northern districts; while the Szemao market will still have to continue to send caravans 15 and 20 days distance to the south to purchase its raw cotton, and some 45 days journey for European goods. The French railway line, on the other hand, will, most likely, to some extent benefit Szemao, as it will pass at a distance of about 15 days journey from its market, which may be considered already a great improvement.

In the British Sban States the roads have been greatly improved, as also have been those of Haut-Laos; but transport in these places is still by muleback, and it is therefore unlikely that in those directions trade will develop.

With competition growing on all sides, and no improvement in the means of transport, the trade of Szemao has hardly any prospect of development. Unless the various lines of railway, which are now either in construction or projected, approach closer to these districts, very little hope can be entertained of any development either of the trade of this market or of the resources of the country, and Szemao will have to remain satisfied with its present salt, tea, and raw cotton trade, limited to the adjoining districts.

A. GRANZELLA,

Acting Commissioner of Customs.

CUSTOM HOUSE,

SZEMAO, 31st December 1901.

YATUNG.

REPORT, 1894-1901.

(a.) CHIEF OCCURRENCES.—This mart was opened to trade on 1st May 1894. From that date to the present no important occurrence has taken place to influence the mart—no improvements whatsoever have been made,—and Yatung remains to-day, as on its birthday, a cluster of rude hovels in the hollow of a hill, with a fluctuating population of under 50 souls. However, the fact of Yatung being in Tibet is in itself of more or less interest and importance; and I will here briefly relate the train of events which led up to the renewal of Foreign intercourse with Tibet, which had been neglected for a century, since the time when WARREN HASTINGS was Governor General of British India, and which culminated in the cession of a trade mart in Tibet.

Wedge in between Nepal and Bhutan, on the southern border of Tibet, is a little State called Sikkim, which has long been under British protection, but over which the Tibetans had some undefined claim to suzerainty. There existed in Sikkim two factions: the one composed mainly of Lepchas (the original inhabitants of Sikkim) and the poorer part of the community in general, who adhered to British protection and trusted to it to save them from the other faction; the second faction was headed by the Rajah of Sikkim and composed of the richer inhabitants and the Lamas—these were inclined to acknowledge a dependency on Tibet, and Tibetan influence was never idle in its efforts to foster this faction and favour its aspirations. The Rajahs of Sikkim were Tibetans by descent; Tibetan is the court language of the country; and many successive Rajahs had obtained their wives from Tibet. The Rajahs owned lands, flocks, and a palace at Chumbi, in Tibet, and were in the habit of living there, to the great discontent of the Sikkimites, who objected to Chumbi being made the Hanover of Sikkim.

By a Treaty made between Sikkim and the Indian Government, in 1861, the Rajah was required to live for nine months every year in his own State and the British acquired the right to make a trade road through Sikkim to the Tibetan frontier. Both these stipulations were viewed in Tibet with disapproval, apprehension, and suspicion: the first was evidently designed to try and alienate the Rajah from his Tibetan advisers; the second seemed to be a menacing knock at the closed doors of the Forbidden Land, heralding the speedy advent of Foreign demand for admission.

In 1885 the Rajah went to Chumbi, and when ordered to return by the Indian Government, refused to comply, stating he was subject only to Tibet.

In 1886 the Tibetans suddenly assumed the aggressive, and sent a force of troops to invade Sikkim, who seized and fortified a strong position on the trade road, blocked all traffic,

and declared the country belonged to them. The object of this invasion was, ostensibly, to bar the road to what is known as the Macaulay Mission—a political and commercial Mission which the Government of India, with the sanction of China, designed to send to Lhasa under Mr. MACAULAY, but which, before the invasion of the Tibetans, had been abandoned, owing to representations from China of how unpopular the proposal was to the Tibetans. But when the authorities in Tibet had been informed of the withdrawal of the Mission, and still refused to retire their force, it became apparent that the pretext offered and seized on by the proposed Mission was, in reality, only a pretext ancillary to other issues, and that, the initial step once taken, the Tibetans were prepared to try conclusions with the sword to espouse the cause of the Rajah of Sikkim, assert their claim to the suzerainty of the State, and vindicate their right to deny Foreign ingress to their land.

China has been called "a mummy Empire by the hands of custom wrapped in swathing bands"—the description is still more applicable to Tibet, within whose borders the Foreigners who have penetrated can be counted on the fingers of one hand and whose countrymen seldom travel outside the limits of their land; and in its dealings with Tibet the Indian Government would seem either to have become imbued with some of the sleepy slowness of its antagonist or to have felt that it would be indecorous to rudely wake the Eastern mummy by the efficacious "cold sponge" policy of the West. At any rate, it was not till 1888 that a small, mixed British force, of under 2,000 men, was sent to expel the invaders.

In the meantime the Happy Government had not been idle; troops had been assembled from the four corners of Tibet, and the legions of the Lamas now numbered some 11,000 ill-fed, ill-armed peasants, who found themselves between the devil and the deep sea, with the Lamas behind to drive them on and the British in front to drive them back. This is not the place to describe military operations, but some mention must be made of the famous wall, over 2 miles in length, which the Tibetans threw up in the Kuhuk Valley in a single night, and behind which they ensconced themselves and confidently awaited the attack in the morning. As a wall, I believe there was little wrong with it; it was a good wall, but it possessed the serious tactical disadvantage that it could be enfiladed from both ends by plunging fire from the hills on either side. When this was done the Tibetans bolted to the summit of the Jalep Pass, where they prepared to make a stand; but a few shells dropped among them from long range disheartened them, and they fled incontinently and were seen no more.

The rout of the Jalep Pass put an end to the war, and the British troops marched without opposition to Chumbi. At that place news was received that the Chinese Amban from Lhasa was on his way to arrange terms of peace, and the garrison was consequently retired to Gnatong, in Sikkim, where a force was kept stationed for several years. Sir MORTIMER DURAND, on behalf of the Indian Government, met the Chinese Amban, and negotiations were entered into which were broken off by the English Ambassador, early in 1889, on the refusal of the Amban to disclaim Tibetan suzerainty over Sikkim.

In this dilemma, Mr. JAMES HART, of the Chinese Customs Service, was sent to assist the Amban to negotiate terms of peace, and, after protracted parleying, a Convention was finally signed in 1890. That Convention, and subsequent Regulations appended to it, stipulated for a Foreign trade mart in Tibet to be opened on 1st May 1894. Yatung is that trade mart, and was

duly opened on the appointed date. Previous to the cession of the mart there were no buildings on the site allotted; but the opening day revealed four godowns, two rude Tibetan houses, and a house (equally rough and primitive) for the official whom the Indian Government might delegate to reside here. No such official has ever been appointed, and the house is now used as the Custom House.

Yatung is situated in the narrow gorge leading from the Jalep Pass to the Chumbi Valley, at an altitude of 10,480 feet above sea-level, on the northern slope of the Eastern Himalayas. On either side of the gorge steep, heavily-timbered mountains rise up abruptly to some 1,000 feet; below the Custom House, distant some 300 yards, has been built a barrier wall, past which no Foreigner may proceed; and at the head of the gorge is the Jalep Pass. So that the place is literally what its name is said to imply—a hole in the hill.

Although only about 80 miles from the beautiful hill-station of Darjeeling, the journey takes seven days to accomplish, for nature here has worked on a mighty scale, and most of the miles are standing up on end. The journey from Darjeeling must be made on foot or on horseback. Leaving Darjeeling, the traveller descends gradually, from 7,000 feet, to the Teesta Valley, 670 feet; this switchbacking is continued till Sedomchen is reached on the fifth day, from which place the journey is mostly up hill, till the Jalep Pass, 14,480 feet, is reached, and the track thence drops down to Yatung. On the Sikkim side the roads, though they leave a good deal to be desired, cannot fairly be grumbled at; but on the Tibetan side the making of the trail has been left almost exclusively to the engineering capacity of the mules, and the proof of its state is that the builders annually turn it into a restaurant for vultures, themselves providing the fare. Some of the scenery on the road is magnificent. One views from semi-tropical jungles the grand panorama of eternal snows, with the sacred Kinchenjanga rearing its snowy head above its lesser mammoths or seeming to float like an iceberg on a sea of milky clouds; from the Jalep Pass the eye is fascinated by the spectacle of the still more sacred Chumolarhi rising—alone among its fellows white all through the year—like a godly sugarloaf against the sky. Some of the other scenery is wonderfully charming, but sinks into insignificance by contrast, as does a water-colour sketch by the side of the triumph of some old master.

It was stipulated in the Convention which ceded Yatung as a trade mart that no Duties were to be levied for the period of five years following the opening of the mart, and it has not yet been deemed expedient to impose a Tariff; so that, so far as trade alone is concerned, Yatung is merely of service in collecting statistics, and, as it is idle to quibble at facts, it may here be stated that Yatung is a trade mart in name alone. The unsuitability of the site selected for the mart predestined it to failure; the Tibetans made a certainty of it by boycotting the place and steadily refusing to trade here, with the result that no European merchant has ever held it worth his while to establish himself at Yatung. The trading class of native Indian merchants shun the place as they would flee the plague: cold affects them to an extraordinary degree; they become what is known as *pogle*, the symptoms of which are a tendency to sit crouching over a fire with a blanket round their heads in a semi-comatose condition, and they would lose that native business instinct which in the plains enables them to grapple more than successfully with all-comers to such an extent that they would hardly have wit enough left to lick the stamp off a letter a friend had entrusted them to post.

Some 50 miles north-east of Yatung lies Phari, the real trade mart of Tibet on this frontier; Yatung is merely a passing station, situated, roughly, midway between Phari and Kalimpong, the latter of which is the Foreign trade mart.

Thus it will be seen that this Report can pretend to little commercial interest; and when it is added that the combined Import and Export trade of 1901 was only £101,160, the futility of expatiating on such a peddling trade will be apparent to all.

Trade development is hampered by the natural physical difficulties of the country, by the expense of transport, and by the poverty of the productiveness of Tibet—the last may more properly be adduced as an excuse than a reason. Development is rendered impossible by the hopeless ignorance of Tibetan merchants and the jaundiced policy of exclusiveness at present prevailing in Tibet.

To what extent trade would benefit were Foreign ingress to be encouraged cannot be determined; but it must be remembered that travellers tales of Tibet do not relate to that portion of Tibet to which this Report refers. The whole of the country is not a Gobi Desert; the southern portion is essentially a "white man's land" in Asia—the climate is not arduous, flocks thrive and crops grow, and both are capable of much improvement. When the day dawns for the halo of mysticism and romance which surrounds Tibet to be snatched away, it will likely be found to be a pleasant place to dwell in, but I do not think it will be an El Dorado. From antiquity great mineral wealth has been attributed to the country; that gold, silver, and some of the baser precious stones are found is acknowledged, but, as reef mining is at present prohibited, no one can tell to what extent such deposits exist.

The Tibetan people are not actively hostile to Foreigners—there is here no stone-throwing or abuse; by nature they are cheery and genial, and are a peaceful, not to say timid, folk. Unlike their warlike neighbours, the Bhutanese and Nepalese, they go about unarmed; their quarrels usually consist merely of verbal vituperation, violence seldom being resorted to. They embody the truth of the line that man wants but little here below—a dish of so-called tea and a few handfuls of barley flour is the daily and unvarying meal of the majority. Given a good, thick woollen and sheep-skin coat (which will last him his lifetime), a warm sun to sit in, and no work to do, and the average Tibetan is probably as near Nirvana as he ever will be. A large proportion of the males are Lamas by name and sturdy vagrants by occupation. The women and richer classes are fond of bright ornaments and showy colours, and in appearance are decidedly picturesque. All classes have an antipathy to cleanliness which they make no pretence of concealing.

One is frequently asked what is the real Tibetan objection to Foreign ingress to their land, and many people hold their own pet theories on the question. Doubtless political, commercial, racial, and religious reasons all conduce to their objection; but the fact is they are perfectly happy as they are—they neither feel the need of nor want our Western civilisation and our luxuries. They realise thoroughly that, in their case, innovation and interference would be synonymous terms, and they desire neither; the "closed door" policy therefore recommends itself to their rulers as the most effectual means of ensuring immunity from both.

(b.) No change has occurred in the route followed by trade. The road which was constructed to the Serpuha Pass, in the north of Sikkim, is not used, though it was thought that this road would attract the trade of the districts round Shigatse.

Trade has increased since the opening of the mart, but the whole of it is on such a small scale that it might easily be in the hands of one merchant. The total trade value for the year 1895 (the first complete year in which statistics were taken) amounted to Rs. 1,050,304, and in 1901 the total reached was Rs. 1,517,555, or a total increase in seven years of £30,000. In 1899 the highest total was recorded, viz., Rs. 1,785,397.

The only items which are imported to the value of £1,000 are Cotton Goods, Woollen Cloth, Metals, Chinaware, Coral, Indigo, Maize, Silk, Furs, and Tobacco; similarly with Exports, the only five items which reach £1,000 are Musk, Ponies, Skins, Wool, and Yak Tails. All the above items appeared in the Returns of 1895 and form the staple trade; their fluctuations in quantity have been inconsiderable and need no comment. No new commodities have become popular to any extent. The question whether Indian Tea will ever find a market in Tibet is a debateable one, and remains an untested proposition.

It was predicted that the future of Yatung would depend upon the expansion of the Wool trade. This trade has not shown that substantial increase which was anticipated, nor has the quality of the Wool improved; I append a statement showing the quantity annually exported since 1895:—

1895.	1896.	1897.	1898.	1899.	1900.	1901.
<i>Maunds.*</i>	<i>Maunds.</i>	<i>Maunds.</i>	<i>Maunds.</i>	<i>Maunds.</i>	<i>Maunds.</i>	<i>Maunds.</i>
30,994	38,361	40,034	38,586	34,232	31,744	43,881

No care is taken in packing and sorting the Wool, which is packed dirty—black, white, and yellow being all mixed together,—while, to add fictitious weight to the bundles, they are wetted and stones and other rubbish are inserted. Tibetan Wool has now got a very bad name, and there is no hope of dealers ever getting again the good prices they once obtained. In 1896 the price per maund at Kalimpong was Rs. 26; now Rs. 16.8 is all that is being offered, and Tibetan dealers say they cannot make a profit at that price. But in 1886 Tibetan Wool was selling in Darjeeling at Rs. 14 a maund, and although the drop in the price of Wool will materially affect trade, it would seem that the Tibetans must sell at any price they can get, if they want to buy Foreign goods, for time has shown that they have no other marketable produce.

The supposed fabulously wealthy Gold fields do not export £1,000 worth of the precious metal annually, and the Gold is of a low grade. Now placer mining is permitted in Tibet; and it is only reasonable to suppose that, were the deposits which are now being worked in any way rich, a large export might be expected from such a poor country. The natural conclusion to arrive at is that Klondyke Creeks are not so common as is credited, and that for some time to come the Jelep Pass will not detract much traffic from the Chilcot. The Tibetans assert that all the Gold is sent to Lhasa, in which place the palace of the Dalai Lama and the temples of

* 1 maund = 82½ lb.

the gods are said to be roofed and walled with sheets of the pure metal, like the ancient temples of the Aztecs; but even the most credulous Foreigner will take this statement *cum grano salis*.

(c.) No Revenue is collected at this mart.

(d.) Opium is not used by the Tibetans.

(e.) The currency question will one day become one of the mixed blessings of civilisation to the Tibetan Government. The only coin at present is the *tanka*, said to be composed of two parts silver and one part copper. 3 *tankas* go to a rupee (i.e. 4d. English money), and when small change is needed the coin is chopped up. The rate of exchange—when rupees can be obtained, which is not always—varies from 310 to 315 per 100 rupees.

(f.)

(g.) Besides the Customs employes, there are stationed at Yatung about 20 Tibetan soldiers, who are relieved every six months, and one Tibetan official. The residents who live here apparently from choice are an English missionary lady and an ancient woodcutter.

(h.) to (j.)

(k.) In June 1897 a great earthquake was experienced in North-east India; the full force of the shock was not felt in this district, but a rumbling continued for some minutes, and a few walls and houses were levelled and one child killed. At Yatung itself no damage was done. The rest-house at Langran, on this side of the pass, was demolished, and has not since been rebuilt. The barrier wall below the Custom House was damaged, but as it falls down on the slightest excuse, its fall was no criterion of the force of the shock. His Excellency NA CH'IN, then Acting Imperial Resident at Lhasa, hearing of the catastrophe, sent Rs. 2,200 in aid of the sufferers.

In September 1898 occurred the great Darjeeling disaster, caused by an abnormal rainfall in a few hours. Huge landslips occurred; houses were washed off the sides of the hills in a sea of liquid mud and rocks; much life was lost; and, in places, the country after the disaster was unrecognisable. The saddest feature of the calamity was the number of children who perished and were buried in the *débris*. The disaster affected Yatung, in so far as it damaged the waggon road from Siliguri to Kalimpong to such an extent that traffic for a time was totally suspended, and the swollen Teesta carried away the bridge across the Riang at its junction—wheeled traffic used to pass over this bridge, and it has not been rebuilt. At Yatung an exceptionally heavy rainfall was recorded, and the mountain torrent which flows down the gorge broke its banks, but, with the exception of again carrying away the hapless wall, did no further damage.

The year 1900 was a black one for Tibet—a deadly small-pox and an equally fatal epizootic of cattle disease prevailed at the same time, and devastated the country. Both were speedy and deadly in effect; the stricken man or beast seldom survived, and deaths were recorded by thousands. The cattle disease has not been diagnosed. Miss A. TAYLOR was indefatigable in rendering aid by vaccinating all who presented themselves, and many were also vaccinated at the Custom House.

The Bhutanese have continually caused scares and panics by their lawlessness and threats of invasion, but nothing serious has ever occurred.

(l.) to (n.)

(o.) The population of the whole of Tibet is generally estimated at about 6,000,000; it is not possible to say how many people live in this province, or, indeed, to determine in what province Yatung is situated.

Quite 80 per cent. of the people cannot read or write, and in every respect it is a most illiterate land. Lamas and nuns are educated in the monasteries and convents, and laymen can also receive an education there. All Lamas cannot necessarily read, much less understand the ancient books they propound—they get a book off by heart, and, with a painted scroll and a rod to point out the illustrations referring to the text, will sit jabbering for hours, unmindful of their audience. The daughters of the well-to-do are taught to read and write.

There is no modern literature, and education in the fuller sense of the word, viz., the arts and sciences, is unknown. Geography, history, Foreign languages, and even arithmetic are as sealed books. The crass ignorance which exists is appalling—even the learned Lamas know less about the world outside Tibet than a cow does of conic sections. The people believe in witchcraft and demonolatry and are priest-ridden.

(p.) Locally, and to the south, east, and west, the country is mountainous and rugged, but here we are not in Tibet proper. The race inhabiting the Chumbi Valley are not Tibetans—they are called Tomoe, and are said to be the descendants of ancient cross marriage between the Bhutanese and the Lepchas of Sikkim. Their language is somewhat dissimilar to Tibetan; they only intermarry among themselves; and have some hold over the Tibetans which has secured them the monopoly of the carrying trade between Phari and Kalimpong. The truth probably is that, being a small buffer-state between Sikkim and Tibet, they are voluntarily under Tibetan protection, and if not treated liberally would go over either to Bhutan or to the British.

To the north, past Phari, the country opens out into the level table-lands of Tibet—the Roof of the World,—at an altitude of between 12,000 and 13,000 feet above sea-level. The climate in the interior is said to be much better than the climate here; at Lhasa little snow falls, and it melts at once in the warm sun.

The climate of Yatung in winter is rigorous and cold, but bracing. About 55 to 65 inches of snow fall and the thermometer goes down nearly to zero, and cold winds blow up and down the gorge. During the first four months of the year the Jelep Pass is apt to be blocked by snow for a few weeks, but during the rest of the year offers no difficulty. Occasionally a death occurs on the pass, some wretched coolie being caught in the dreadful windstorms which prevail and which blow the snow about till a dense mist is formed, then the way is lost, and the unfortunate traveller succumbs to cold; such deaths, however, are rare. It is from October to April that trade is chiefly carried on: when the snow is hard and trodden down the roads are at their best, and the pack-train men at night camp out in the snow, forming a circle of their loads and sleeping contentedly inside, with no tent or roofing. The low valleys of Sikkim in the hot and rainy months are very feverish, and the Tibetans do not care to venture into them.

Almost as soon as the snow is off the hills around Yatung they become covered with a beautiful and varied carpet of wild flowers, a different variety being constantly in bloom—the primulas and rhododendrons especially are perfect. There is little animal or bird life, and the woods are strangely silent.

The summer months, although not hot, are relaxing and enervating. The thermometer seldom rises above 70° F., and the rainfall does not average above 50 inches; but almost daily, at noon, a mist creeps up from Bhutan and a constant drizzle falls. In June, July, and August 1901 there were only three days on which it did not rain.

Wild strawberries, raspberries, currants, and cherries are found, but the constant rain and lack of sun renders them tasteless. Rhubarb is plentiful; the Tibetans dry the leaves and mix them with tobacco, forming the *dopta*, or general smoking mixture of the country. The only crops grown locally are barley, buckwheat, turnips, and potatoes.

On the table-lands of Tibet there is no timber, the droppings of animals being used as fuel. The people believe that in ancient times the country was well wooded, but the forests were all burnt down in a great war; they say that trunks of trees are often found in the ground, and that coal exists near Lhasa, but is not permitted to be mined.

The chief products of the country are wool, musk, yak tails, salt, and borax. The latter two do not pass Yatung, and much of the musk finds its way to Szechwan; wool also secures an outlet to Kumaon and to China. There must be lots of pelt-bearing animals in Tibet—fox, marten, and the like; but taking life is prohibited, and the export of hides is small.

The only industry of the country is the manufacture of woollen cloth and carpets; but it is on a very small scale, and although both the cloth and carpets are durable and good, they are rough and coarse, and the high price asked for them prohibits a large outside sale.

Transport is all carried on by pack-animals or porters; in the interior yaks, sheep, and donkeys are chiefly used, here mules are almost exclusively employed. Although the country in the interior is level for hundreds of miles, no cart traffic exists.

(q.) and (r.).

(s.) The nearest post office is the office at Rhenok, in Sikkim, a three days journey from Yatung. Customs letter-carriers come and go three times a week. In Tibet there are no postal arrangements; official letters are carried rapidly by mounted couriers, while private correspondence is entrusted to merchants or travellers.

(t.) and (u.).

(v.) One missionary lady, the founder and sole present representative of the Tibetan Pioneer Mission, lives at Yatung. There are no converts.

(w.) to (y.).

(z.) Looking back over the period which has elapsed since the opening of the mart, and considering its condition to-day, it becomes clear that there is no future for Yatung. In course of time, perhaps, some more suitable site for a mart may be acquired, greater trade facilities may be obtained, existing restrictions may be removed, and the present exclusiveness of the Tibetans

may be relaxed; under such auspices a trade of some dimensions may develop, but the paltry figures which make up the present trade total do not indicate much hope of a substantial Revenue ever being derived from a trade with Tibet. The circumstances at Yatung are, of course, peculiar: the Tibetan merchants are at present "gated" to their own country, which is placed "out of bounds" for Foreigners. To call Yatung a trade mart is merely a mockery. Whatever happens, there is no hope for Yatung; it is doomed to oblivion, save in the minds of such as have dwelt here.

There is a scheme in the air to construct a wire ropeway from the plains of India to the Jelep Pass; should this ever become an accomplished fact, transport to and from Tibet will be facilitated and cheapened and trade generally will benefit. But the natural road to Tibet would seem to be along the course of the Amochu River, which flows down the Chumhi Valley, through Bhutan, to Kooch Behar—whatever difficulties the construction of a waggon road along this route may offer, they cannot be insuperable ones, and it is impossible to construct a waggon road over the present route taken by trade. Once connected by a waggon road to the Chumbi Valley, the road, it is reasonable to suppose, would sooner or later be continued to Lhasa—a consummation devoutly to be wished. Bhutan is also a "closed" land, and political difficulties might occur.

To sum up: the life of Yatung has not been an instructive one. Were bright hopes ever cherished of the mart, it has disappointed them, and little more is known of the trading capabilities of Tibet than on its opening day; but the little that has been learnt seems to point to the fact that the trading possibilities of Tibet in this district are so problematical as hardly to deserve cultivation.

VINCENT C. HENDERSON,

Assistant-in-Charge.

CUSTOM HOUSE,

YATUNG, 31st December 1901.

TIENTSIN.

DECENNIAL REPORT, 1892-1901.

(a.) Growth of almost incredible rapidity, for this land of moderation—growth as diverse as it has in many cases been intense,—is the keystone in the arch that spans the last decade of China's way of progress through the latter half of the 19th century. That the nearer abutment all but crumbled into the destructive undermining of the closing year, and threatened to carry down in its fall the balance of the structure—only to be in turn supported and reinforced, we hope, by stronger foundations,—is a story familiar in its general outlines to the whole civilised world of to-day. To suggest, in some of its bolder features, Tientsin's share in this growth, and her part in the struggles that checked it temporarily, is the purpose of this Report.

That some portions of the decade's history have been treated more fully than they seem to deserve, and that others have been compressed into less space than their importance merits, may be explained by the fact that full information upon some subjects has been more accessible, in the limited time available, than that upon others, so that due literary proportion has suffered accordingly.

Moreover, it should be understood at the outset that the writer, in compiling the Report for the years 1892-1901, has, wherever it seemed necessary to secure the best results, not restricted himself to the period named, but has brought the record down to the present—July 1905. When we know all too well that History's "Moving finger writes, and having writ, moves on," to refuse to copy the record from the after-scroll because man has drawn a decade line adown the parchment would be manifestly unsatisfactory, alike to scribe and reader. Hence this trespass into our successor's realm.

Needless to say, an almost disparagingly wide range of subjects crowd up for recognition under the heading of "Chief Occurrences." All of these, however, that may be so disposed of will be assigned to later sections, whose subject-matter they more closely concern. Among them the development of railroads and their concomitant activities, the creation, extension, and improvement of the Foreign Concessions, the conservancy work in the Hai-ho (Peiho) and that under contemplation for the Taku Bar, the noteworthy increase of the port's trade, and the establishment and work of the Tientsin Provisional Government readily claim prominence as chapter headings in the story of the decade's life, and will be proportionately treated in their several places. And owing to the demands which the importance of the events of 1900 make upon the space at our disposal, it seems advisable to limit the scope of this section to a brief consideration of Tientsin's connexion with the China-Japan war, a notice of the change in the Government at Peking in 1898, and a fuller exposition of certain features of the 1900 troubles.

Tientsin's connexion with the China-Japan war may almost be summed up by saying that this city was the official residence of LI HUNG-CHANG. Around him the storm gathered, over him it broke, and, as many have asserted, carried him in its breakers far up on the rocky shore of unpopularity. Having been the Viceroy of the metropolitan province for nearly 25 years, and during that period having practically dictated the Foreign policy of the country, he typified China to the Japanese, and was made the objective point of their policy: when by pressure of war and diplomacy they could bring him to take their point of view their object would be fully attained.

We need not go farther back into the history of the long series of clashes over Korean affairs, which foretold the ultimate breach between China and Japan, than to mention the Convention signed at Tientsin in April 1885, in which each Power undertook to withdraw its military forces from Korea and promised to inform the other of any decision to despatch troops in the event of further disturbances. Owing to the defeat of the Korean forces by the Tonghak rebels in the spring of 1894, the Government appealed to China for assistance. At this time LI HUNG-CHANG, still retaining among Chinese officials his position of military pre-eminence gained during the Taiping Rebellion, had at his disposal practically the only force worthy of consideration for actual fighting. On the advice of His Excellency YÜAN SHIH-K'AI, then Minister to Korea, Viceroy Li decided to despatch 5,000 of the Huai Chün (淮軍) from the camps at Chün-liang-ch'eng (軍糧城) and Hsiao-chan (小站)—between Tientsin and Taku, on opposite sides of the Hai-ho—to Ya-shang (Asan). These left in June of 1894. Then when the atmosphere began to cloud still more, and it was found that Japan was sending troops to support her policy at Seoul, the Viceroy, through the activity of his Foreign advisers, was led to order another body of men to the Hermit Kingdom. Some of the advisers counselled strongly against this move, saying that it would precipitate a damaging war with Japan; but this suggestion seems to have been early disregarded and only the best method of despatching the troops discussed. Here, again, the signpost showed two arms, one of which pointed to the sending of all the available troops by sea, convoyed by the whole of the Chinese fleet—by far the more sane of the two,—while the other read for a division of the army into two forces, a half going by sea and a half marching overland to the Yalu. The Viceroy accepted the latter suggestion, and embarked his sea-going column on the *Kowshing* and *Irene*. This despatch of the second body of troops led to the famous "*Kowshing* affair," whose outcome, together with the results of the Battle of the Yalu, of the minor naval engagements, and of the operations on land, need not be retold here. An account of the land operations will be found in the Newchwang Decennial Report.

Tientsin lay well south of the zone of military operations, and saw only the force of the Chinese General WU TA-CH'ENG (吳大澂), Governor of Hunan, as it marched north in the winter to make its name in the Manchurian campaign. Such, at least, the local gentry and officials looked forward to; for its Commander had gained renown by his effective work against the vagaries of the Yellow River, and was counted upon for turning the tide in the north. The vain assault upon Hai-ch'eng (海城) on the 21st February destroyed these cherished hopes. Only such a result could have been expected, however, for these soldiers had been hastily assembled, were but poorly trained, and in no way fitted for campaigning against the Japanese.

Pitiful evidence of this fact, as applied to all the land forces, was thrust upon Tientsin, in April 1895, by the arrival of about 500 straggling, wounded soldiers, who had painfully made their way down from the battle-fields of the north. They arrived here in a truly lamentable condition, after having dragged themselves to Kinchow-fu or to Shanhaikwan and come thence to Tientsin by rail. As none but those with the lightest wounds and of the hardiest constitutions could have survived this trying journey, there must have been a vast number who perished from starvation and from lack of attention. But among those who did succeed in reaching the hospitals here the mortality was surprisingly low, and the mending powers of the flesh noticeably superior to that of the average Westerner—a fact which, as Dr. SEAMAN points out in his recent book on the medical side of the present Japanese war,* is a factor that must be reckoned with in the struggles between the men of the East and the West.

Another way in which this war directly touched Tientsin and Chihli was its influence upon the succeeding military policy of the Government. While it was still in progress, General VON HANNEKEN, who had fought at the Battle of the Yalu on one of the Chinese ironclads, submitted to Prince KUNG a plan for the formation of an Imperial army, to serve as the nucleus of the force to be put in the field against the Japanese, in which a corps of international officers were to act as instructors and to have the same actual rank as they would have if they were Chinese. He imposed as a *sine qua non* of his acceptance of the responsibility of collecting and training such an army that Sir ROBERT HART should be made the director of the funds to be raised for this purpose. Under this arrangement His Excellency YÜAN SHIH-K'AI was then appointed to the rank of General. But as peace soon came, and some impediments had been met in the way of realising the plan in its entirety, it was, unfortunately, not carried through to fruition. Its one important result, however, was the creation of the force under His Excellency YÜAN SHIH-K'AI, which now stands as the best drilled and equipped body of troops in the Government service.

The effect of the war upon the port's trade will be treated under section (b).

Coming to what is now generally known as the *coup d'état* of 1898, we would emphasise it only as bearing upon the subsequent events. The general facts are well known. The Emperor had introduced many innovations during the spring and summer of 1898 which aroused the antagonism of the Conservative party to an extent that induced them to memorialise the Empress Dowager to resume entire control of the Government. This was done by the Empress Dowager proclaiming herself *de facto* Regent on the 21st September and taking over the reins of government on the 23rd. In rapid succession came edicts cancelling the reform measures of the Emperor along educational and administrative lines, restoring to their former place of pre-eminence the classics and the examinations in purely classical themes, and suppressing the advanced newspapers and periodicals. Later, by the edicts of the 23rd and 24th January 1900, the exclusion of the Emperor from power was practically accomplished. The new *régime* had turned the wheel back with a thoroughness which was only realised when the events of 1900 came to tell the story. ARTHUR H. SMITH sums up the situation by saying that the above events carried within themselves "the fruitful seeds of the Boxer outbreak; without the first, the second would have been utterly impossible."† The accounts of the events of 1900 should be read in the light of this statement.

* "From Tokio through Manchuria with the Japanese."

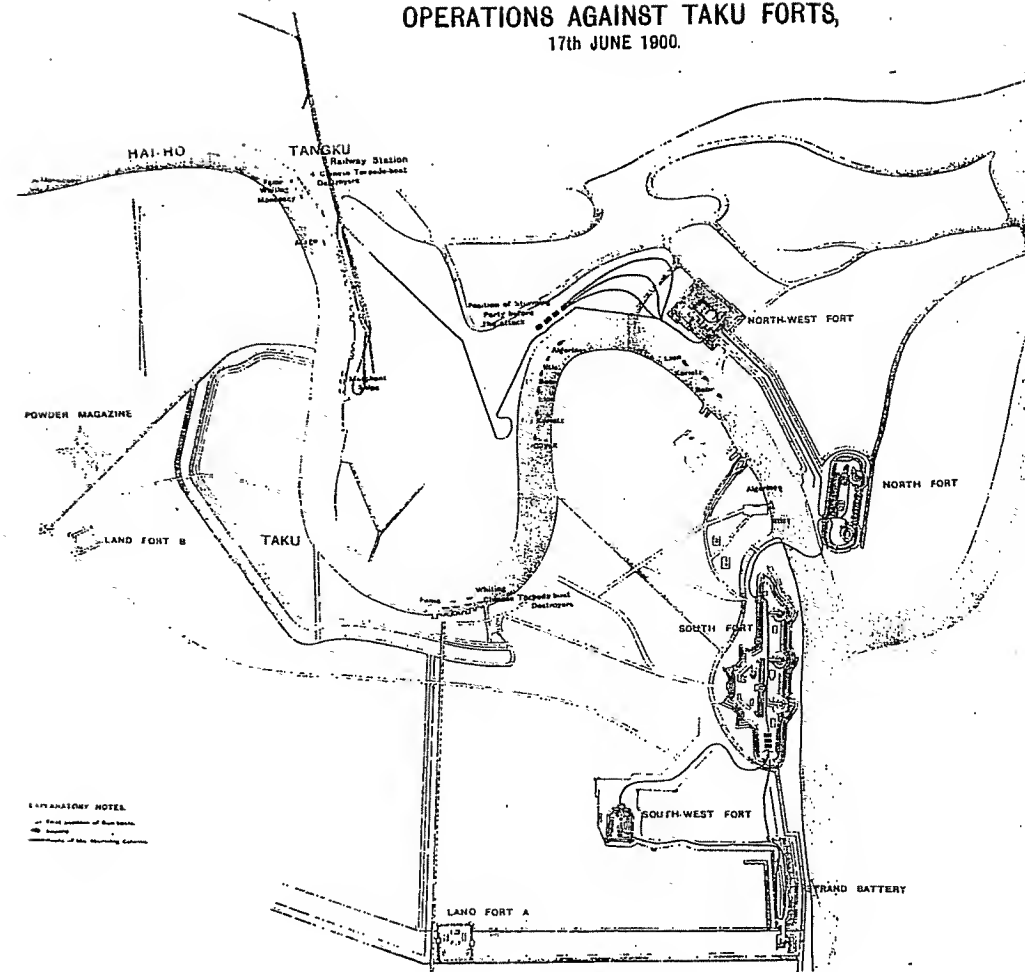
† "China in Convulsion."

As the China-Japan war brought the Land of the Rising Sun prominently before the world as a potent factor in all Asiatic questions, so did the Boxer troubles focus the attention of East and West upon China and her future, with a success that even the struggle with Japan, and the subsequent Kiaochow, Port Arthur, Weihaiwei, and Kwangchowwan affairs, failed to approximate. And with so many volumes of narrative, comment, and criticism specially devoted to these Boxer events, one may readily ask what can be added within the narrow scope of a Report such as this to warrant giving it space. The writer has approached the subject with this query in mind, and has decided, consequently, to treat it in the following manner. For the sake of the historical record, and to form a framework on which to hang the enlarged sections, a general outline of the principal events will be given. Then, to afford a guide to further study of the interesting situation—a guide the need of which the writer has felt in preparing this section,—a skeleton bibliography of the works dealing with the events of 1900 will be found in Appendix No. 2; although this is not claimed to be exhaustive, it contains the leading works on the subject. And, lastly, the phases of the question that will be more minutely detailed are the fighting around Tientsin, with its strategical bearing upon the general result, and the punitive expeditions: the former has been selected for enlargement because the idea of Legations besieged, and the admirable conduct of those in Peking, has everywhere been allowed to overshadow and throw out of their true proportion the events in and around Tientsin; while the latter will be described because, so far as the writer can learn, an English account of these operations has not yet been given. The map prepared to illustrate this section will be found to show the routes taken by the Seymour expedition, by the relief expedition to Peking, and by the various punitive expeditions.

"We cannot say that we had no warning"—the opening words of Sir ROBERT HART'S "These from the Land of Sinim"—strikes the keynote of the position of Foreigners *vis-à-vis* the Boxers during the months preceding the outbreak of hostilities. As early as November 1898 the riots in I-chou-fu (沂州府), in Shantung, ascribed to the anti-Foreign influences of the *coup d'état*, embodied all the essential elements of the subsequent Boxer movement. The quartering of TUNG FU-HSIANG'S Kansuh troops near the Capital, and their attack on a party of engineers on the Pei-Han Railway that same autumn, gave further indication of the way the wind was blowing. The disturbances in Northern Shantung, where Boxerism first became virulent, gradually gathered force until, in October 1899, overt acts of pillage and persecution of Christians and sympathisers with Foreigners took the place of verbal threats, and paved the way for the news of the murder of Mr. BROOKS, of the Society for the Propagation of the Gospel, late in December of that year.

From this time to the outbreak of hostilities, unmistakable evidence crowded in from Shantung and Southern Chihli to give warning of the coming storm. During the autumn of 1899 the "Peking and Tientsin Times" published frequent telegrams and letters from this region detailing the operations of the Boxers against Christians, mission stations, and things missionary. Similarly, the "North-China Daily News" not only set forth the true state of affairs in lines that could point to but one result, but editorially urged the necessity of restraining measures before it were too late. A paragraph from its warning of the 17th February 1900 deserves quotation:—"We cannot too strongly insist that unless" preventive measures

OPERATIONS AGAINST TAKU FORTS, 17th JUNE 1900.



be taken "it is morally certain that the opening season will witness a rising such as Foreigners in China have never seen before. The whole country, from the Yellow River to the Great Wall and beyond, will be in a blaze of insurrection, which will not only annihilate every Foreign interest in the interior, but will drive every Foreigner out of Tientsin and Peking under conditions which it is not difficult to foresee. There has been more or less danger of such an uprising for a long time. Unless strong and united efforts are now put forth it is as certain to take place as any future event can well be. Those who are interested in preventing it will act accordingly."

In the "Tientsin Times" for the 3rd March an editorial gave clear proof of the presence of Boxers right here in Tientsin, citing the case of a minor official who had been severely chastised by his superior for arresting two men who had acknowledged connexion with the "United Harmony Fists" and whom he found destroying some Native dwellings. Bands of men were already training and were responding to the commands of the famous proclamation circulated among them to inspire a fanatic attack upon Christianity—the usurper of the seat of Buddha and the ancient faith.

How the movement swelled into a general uprising, changing in May from a crusade against Native Christians and hostile demonstrations toward missionaries to an open hostility to all Foreigners, sadly marked by the murder of missionaries and other Foreigners at outlying posts; the piteous stories of attempted escapes; the part taken in the Boxer proceedings by YÜ HSIEN; the attitude of the Government towards the movement—these can all be learned from the minute accounts cited in the bibliography appended to this Report. It should, however, be constantly kept in mind that the Boxer uprising was much more of a reality, much more of a calamity, than seemed to be realised by the Foreign Representatives at Peking up till almost the moment when leaden messengers came to dispel the lethargy. Bishop FAVIER's historic letter of the 19th May contains the significant statement that "in the prefecture of Pao-ting-fu more than 70 Christians have been massacred," and tells of the pillage and incendiarism that forced thousands to become fugitives.

Matters had reached such a state by the last few days of May that the Ministers at Peking decided to bring up from Taku a guard for the Legations, which arrived on the 31st May and 3rd June. The railway had been torn up in several places between Tientsin and Peking before this date, but had been specially repaired by the Government to transport the guards. Down the Pei-Han line, however, the Boxers had destroyed track and stations alike, and swarmed so threateningly over the territory around and north of Pao-ting-fu, their centre of activity, that all communication with this district was early out of. The arrival of the guards at Peking seemed to check temporarily the attacks on Foreigners; but only for a few days, for by the 8th and 9th June conditions had become so threatening that most of those in scattered quarters were called in to buildings within the area selected for defence, should developments require it. Between this date and the 20th, when the siege of the Legations began, there was a cessation of open hostilities toward Foreigners within the Capital, which afforded some opportunity to gather in small parties still without the city wall and to prepare for the defence whose story is now known the world around. Yet during this fortnight a crusade against the

property of Foreigners and buildings occupied by sympathisers with the Westerners wrought widespread destruction.

While these developments were taking place in Peking, affairs in the vicinity of Tientsin and Taku had reached a crisis. On the 4th June the Ministers of the various Powers became alarmed at the outlook that they wired for reinforcements to be sent by the Admirals at Taku. The attempt to comply with this request brought on the first engagements between Foreign troops and the Chinese. Already the Admirals had discussed means of mutual protection, before the urgent message of the 9th June from the Legations precipitated the organisation and despatch of the first relief expedition, under the command of Vice-Admiral Sir EDWARD SEYMOUR, of the British Navy. He started from Tientsin on the morning of the 10th June, with a force which had been disembarked at Taku during the previous night, consisting of about 475 British, Americans, Italians, and Austrians. During the 11th and 12th three more train-loads joined the expedition, bringing the total force up to about 2,000 men. The various authorities differ as to the exact number and the apportionment, but it is probable that the following statement from the German Admiralty report is most nearly correct: British, 915; Germans, 512; Russians, 312; French, 157; Americans, 111; Japanese, 54; Italians, 42; and Austrians, 26—making a total of 2,129. The force found the railway damaged a few miles beyond Yang-ts'un, but repaired it sufficiently to proceed on the 11th toward Lang-fang. That evening, at 6 o'clock, progress was temporarily checked by the first attack from the Boxers, who came on with clubs, knives, swords, and a few rifles, to demonstrate their fatal tenet of invulnerability. On the 12th June the train reached Lang-fang, beyond which the line was found to be badly damaged. The following day guards that went forward to An-ting were attacked without loss, although in both of the actions of that day the Allies administered telling punishment upon the fanatics. During the morning of the 14th June, while a force was working hard to repair the line beyond Lang-fang, the Boxers in large numbers rushed the trains at that place, with a determination and lack of judgment that cost them dear. This was followed that same afternoon by an attempt to overpower the guard left at Lo-fa. Although these attacks were successfully repulsed, it was soon seen that the wholesale destruction of the railway beyond Lang-fang, and the damage being done in the rear, rendered a further advance by rail impossible; so that on the 16th it was decided to return to Yang-ts'un to organise an advance *vis-à-vis* the Peiho. While still at Lang-fang, however, a part of the force was attacked on the 18th by Boxers, supported by the Imperial troops of TUNG FU-HSIANG, estimated to number from 5,000 to 6,000. Here the Allies suffered their first serious loss, in the killing of six men and wounding of 48 more.

Once at Yang-ts'un, the Admiral found himself so short of supplies, so hampered by his wounded men, and so effectually cut off from communication with his base at Tientsin that the projected river advance had to be altered to a retreat along the east bank, south of Yang-ts'un, transporting the wounded and what supplies remained in captured junks. Throughout the days previous to the 22nd June a running fight with Boxers and regulars, ensconced in every village along the bank, told heavily upon the strength and energies of the little column; but during the afternoon of that day, by a brilliant attack of German and British marines, the Arsenal at Hsi-ku, on the right bank of the river, 5 miles above the British Concession, was carried, and afforded a temporary asylum, with ammunition and supplies in plenty. The Chinese made

determined efforts to recapture the place, but failed. As a messenger succeeded in getting through to Tientsin, a relieving column appeared on the morning of the 25th, and conveyed the depleted expedition back to Tientsin the following day. Before leaving, the Allies destroyed the large stock of arms, ammunition, and rice found within the Arsenal.

During its 16 days out the force had lost just 300 men—62 killed and 238 wounded,—or 14 per cent. of its total strength. That it had fought bravely and surmounted great obstacles no one will deny; yet its policy has been criticised, with some justification, as giving greater prominence to the repairing of the railway than to the pressing necessity of getting reinforcements through to the Legations. At the Tientsin conference of Consuls and naval Commandants, on the 9th June, "the British, Italian, Japanese, Austrian, and American leaders agreed to send all men available, as quickly as possible, for the purpose of restoring the railway to the Capital and of releasing the Legations as soon as the line was in working order."* As has been suggested by one of those shut up within the Capital anxiously watching for the column's appearance, if the railway had been abandoned when found so badly damaged, and a march made from Lang-fang on the 12th, while "opposition was not yet organised," the relief of the Legations might have been thus early accomplished. Yet one must not forget that the inability to see the whole problem as we see it to-day, and the difficulties incident to handling a mixed column, such as Admiral SEYMOUR's was, over a country quite unknown, press the opposing balance well down.

After the retreat had been decided upon, a new and dangerous complication appeared, in the form of the direct hostility of the Imperial soldiers, who were mentioned as attacking in force with the Boxers on the 18th. They continued harassing and opposing the column throughout its withdrawal upon Tientsin. That their attack, at this particular time, was due to the capture of the Taku Forts by the Allied Admirals on the previous day is now conceded by all; yet whether the taking of the forts precipitated the general crisis in Peking, Tientsin, and throughout the North is a question which finds ardent champions on both sides.

Let us see what happened. The Admirals at their meeting on the 16th June epitomised the situation, in the minutes they signed, in the following words:—"The Allied Powers, since the beginning of the troubles, have, without opposition, sent detachments on land to protect their fellow-citizens and the diplomatic corps against the rebels known as Boxers. At first the representatives of the Imperial Authority appeared to understand their duties and made evident efforts looking to the re-establishment of order; but now they clearly show their sympathy with the enemies of the Foreigners, in bringing troops toward the railway line and in mining the entrance to the Peiho. These acts prove that the Government is forgetting its solemn engagements *vis-à-vis* Foreigners; and as the Commanders of the Allied forces are under the necessity of keeping in constant communication with the detachments on land, they have decided to occupy temporarily, by consent or by force, the forts at Taku. The latest time for their delivery to the Allied forces is fixed at 2 A.M. on the morning of the 17th. This shall be communicated to both the Viceroy at Tientsin and to the Commander of the forts." As the Commander of the forts answered the deputation presenting this ultimatum that he would be bound by the orders of his superior, it must be inferred, by his opening fire upon the gun-boats of the Allies

* The italics are not in the original.

over an hour before the expiration of the time limit, that he had been commanded to assume the initiative. There were six of these gun-boats upon which fell the task, together with the storming-party landed the previous day, of taking the forts; for, as everyone familiar with the entrance to the Hai-ho (Peiho) knows, the heavier ships of the Allies could come in no closer than 12 miles, on account of the shallow Taku Bar. The accompanying sketch will show the boats engaged, the positions they selected, and the route taken by the storming-party. This force consisted of about 900 sailors and marines, from the British, Japanese, Russian, German, Austrian, and Italian ships. The gun-boats lay up the river when first fired upon, but moved down to their second positions shown as soon as the action began. The fighting lasted from a quarter before 1 to half past 7 in the morning, when the capture of the South Fort gave the Allies full possession of these gatekeepers of the Hai-ho.

H. C. THOMSON, in his "China and the Powers," draws a strong brief in favour of the contention that the taking of the forts sounded the death-knell of many missionaries and other Foreigners in the less disturbed sections, who had up to this time not been molested, and that the step seriously imperilled the relief expedition. Certain it was that the action directly resulted in the attack by the Imperial troops referred to above, in the initiation of the actual state of siege by Boxers and Government forces at Tientsin on the 18th, and in the despatch of a note by the Tsungli Yamén ordering the Legations to quit Peking within 24 hours—that is, by 4 P.M. on 20th June—and in their subsequent investment. Whether any or all of these overt acts would have shortly come to a head if the forts had not been taken is the mooted question. Yet that the immediate possession of the forts at that date was absolutely necessary, from a military standpoint, has by far the greater weight of opinion. "China in Convulsion" contains the passage:—"But at the time, and under the circumstances, it is difficult to see what else the Admirals could have done, with any self-respect or with any regard to the interests of their several Powers. It is quite true that it was this ultimatum which directly led to the corresponding order to the Legations to leave Peking within 24 hours, and it is likewise a fact that the effect of the attack upon the Taku Forts by the Allied forces was to fire the Chinese national feeling as nothing else had ever before done. . . . Nevertheless, if the Taku Forts had not been taken within a few hours of that time, it is a moral certainty that not only would the Legations in Peking have been in far greater peril than they were placed by this act, but that it would have been hard to save the lives of a single man, woman, or child of the large numbers who were at Tientsin, and who, as it was, were rescued from deadly peril only with the greatest difficulty."*

Granting the military necessity, one may still ask whether more could not have been done, even under the pressure of the rapidly developing circumstances, to acquaint more fully the Chinese Government with the Admirals' point of view, and thus to have strengthened the hands of those Chinese officials who, as was subsequently learned, were exerting themselves to induce the Throne to suppress the Boxers and to protect Foreigners. As it was, those who sought it found here their excuse for attacking the Foreigners, under the assertion, so patently demonstrated in the eyes of their short-sighted countrymen, that this attack on their country's protecting fortifications, combined with the presence of a column of 2,000 Foreign soldiers

* For an enlargement of this theme, see Sir ROBERT K. DOUGLAS' recent work, "Europe and the Far East," p. 348.

marching upon the Capital, could only mean that the Foreign Powers, considering the actions of the Boxers up to this time a *casus belli*, had initiated a state of war with China. And although it is difficult to maintain that subsequently a *de facto* state of war between China and the Powers did not exist, but that the Allies—so the fiction ran—were only assisting the Chinese Government to suppress an internal uprising, it cannot be questioned that at this period of the developments the Allies' sole object was the *protection* of the lives and property of their nationals—a purely defensive policy. This motive alone influenced their actions.

Already dire need of such protection had manifested itself here in Tientsin. The Boxer typhoon had centred over the Native city and spread havoc in its path. Its adherents brought officials and gentry alike to their knees, and slew those who sympathised or associated with Foreigners with an ardour that turned the place into a ghastly hole and the river into a veritable hier. On the night of the 15th June they fired the mission chapels, the French cathedral—that had once before gone down (during the massacre of 1870)—and many other buildings in the Native city and its suburbs. It was then, too, that they made their first serious attack upon the Settlements by attempting to rush the railroad station.

In following this and the succeeding actions around Tientsin, it will be useful to keep in mind the salient points as they appear on the accompanying illustrative sketch. The railway station will be seen to be across the river from the Concessions as they were then, in a position that, if in the hands of the enemy, would make possible a damaging cross-fire on both the French and British sections. This coign of vantage was held by a guard of 1,700 Russians, who had, most fortunately as it turned out, been prevented by the torn-up railroad from joining Admiral SKYMOUR, and whose presence in the Settlements during the first days of the siege without doubt averted a terrible catastrophe. Throughout the struggle the Russian contingent held this exposed point against repeated attacks, and elicited the hearty praise and thanks of all the besieged.

Counting the 560 marines brought up before communication with Tangku was cut off on the 17th, and the volunteer corps, the total number of defenders amounted to about 2,400. These men had imposed upon them the task of guarding the Settlements throughout a line of defence roughly represented by the Mind Wall from near the south-west corner of the British Municipal Extension to the river, by the river to the bend at the French Concession, with the outspur of the railway station and the immediate vicinity, and by a line diagonally across the French Concession back to the starting-point. (This area is enclosed on the accompanying sketch by a heavy black line.) And, unfortunately, owing to the hasty manner in which the marines and sailors had been disembarked, to meet the unexpectedly rapid development of the Boxer movement, the defenders had a very inadequate equipment of guns—the records show nine at first—to allot to even the salient points of this long line; whereas the Chinese could bring to bear more than 60 guns of various sizes, many of the most modern type. Particularly harassing were the guns within the Black Fort, near the Viceroy's yamén, and those on the city wall. Then they had, besides, a battery of seven guns on the Lu-t'ai Canal, sand-bag batteries along the Hai-ho (Peiho) between the Native city and the French Concession, and annoying belchers in the Western Arsenal. With all these playing upon the Settlements, together with some that worked for awhile from right across the river, the Chinese were able to sweep the

streets and open places from several angles. Street barricades were erected, to afford what protection they could, while the ladies and children gathered in the cellar of Gordon Hall—the municipal building—during the times of greatest danger.

The bombardment of the Settlements began a few hours after the capture of the Taku Forts on the 17th; and from that time the Government troops and Boxers worked in overt conjunction. During the previous two days and nights the Boxers had swarmed round the Settlements, looting and burning houses in the outlying districts and attempting to rush the defences in several places. The first offensive move of importance taken by the besieged was the attack on the Military School, just across the river from the southern end of the British Concession, where a battery of 3-inch Krupp guns was known to be available for raking the Settlements at this short range. A British and German force stormed the place on the afternoon of the 17th, captured eight guns, and fired the buildings, thereby destroying large quantities of ammunition which might otherwise have been put to damaging use, for but three hours later a force came to strengthen this strategical point, only to find it in flames.

On the morning of the 18th the actual heavy bombardment commenced. Incessant firing preceded and accompanied heavy attacks upon the railroad station and the woollen mill out on the west of the line. At the railroad the Russians were so hard pressed that reinforcements had to be sent from the British, French, German, and Japanese contingents, and the defenders only succeeded in repelling the onset after a loss of 24 killed and 88 wounded.

During these days fires continued to rage fiercely, to add to the wild horror of the scene. The enemy succeeded, after repeated attacks during the two previous days, in igniting the woollen mills on the 21st, and then assaulted that section of the defences with renewed vigour. They were, however, held in check.

Not content with these organised attacks and sustained artillery fire, they caused the defenders much annoyance by incessant sniping in the Settlements, especially at night, when they could crawl up close and shoot the whole length of the main roads, running both across and lengthwise of the Concessions. What was worse, moreover, was this irregular firing from houses right on the border of the area of defence, and from some within it, the culprits being supposed in many cases to be hidden within the deserted compounds.

It is confidently asserted by military men that if the Chinese had fired incessantly day and night, from the time they began, with all their available guns, the Settlements would have had small chance of escaping complete destruction by fire. As it was, many compounds were wiped out during those first few days.

On the 22nd a noticeable cessation, coupled with sounds of heavy firing to the north, only inspired the fear that the artillery had been turned temporarily upon Admiral SEYMOUR's column, which had signalled its presence the previous evening.

One of the bravest feats of the early days of the siege was the ride of the young Englishman, JAMES WATTS, accompanied by three Cossacks, on the night of the 19th, to carry word to the Admirals at Taku of the pressing need for reinforcements at Tientsin. He got successfully through the hostile country, and thus hastened the despatch of the relieving column. An advance force of 400 Russians and 100 Americans had attempted to press through, and had come

to within 3 or 4 miles of Tientsin on the 21st June, where they suffered so heavily in their endeavour to puncture the enemy's lines that a retreat to the rail-head, 12 miles from the besieged city, was rendered absolutely necessary. The force that finally came into Tientsin on the morning of the 23rd, after having had a running fight for about 12 miles, numbered, roughly, 8,000, and was made up of Americans, Germans, Japanese, and Russians. Their arrival was the sign for general rejoicing, and marked the end of the first and most trying stage of the siege. It enabled the besieged to send out a relief column to bring in the remnants of Admiral SEYMOUR's force, and to establish communication with Tangku, so that the non-combatants could later be sent to places of safety; it put the defence of the place entirely in military hands; and, above all, the taking up of the offensive against the assailants was made possible.

Throughout the remainder of the siege, until the capture of the Native city on the 14th July, there were so many attacks and counter-attacks that it will be possible here to enlarge upon only two or three of the more important engagements. During all this time, however, especially when the Chinese saw that the reinforced Allies did not immediately take the initiative, they made frequent attacks with rifle and cannon upon the defenders, bringing up from time to time material reinforcements to supplement their original numbers.

The first of the important offensive movements was the storming of the Eastern Arsenal by the Russians, with the support of about 800 British, Japanese, Germans, and Americans. This large establishment was the Government's chief source of munitions of war in North China, supplying mine-torpedoes, various kinds of powder, gun-cotton, and Mauser cartridges. As will be seen from the map, the Arsenal covered a large area, and was flanked on the south by the two camps that inflicted such heavy losses upon the Germans a few days previous. On the morning of the 27th the Allies, assisted by the 12-pounder from H.B.M.S. *Terrible* which did such excellent service during the siege, and which on this occasion blew up the magazines of the Arsenal, carried the enclosure by a direct frontal attack, at the same time inflicting heavy loss upon the large body of Boxers that moved down from the Lu-t'ai Canal to harass the left flank.

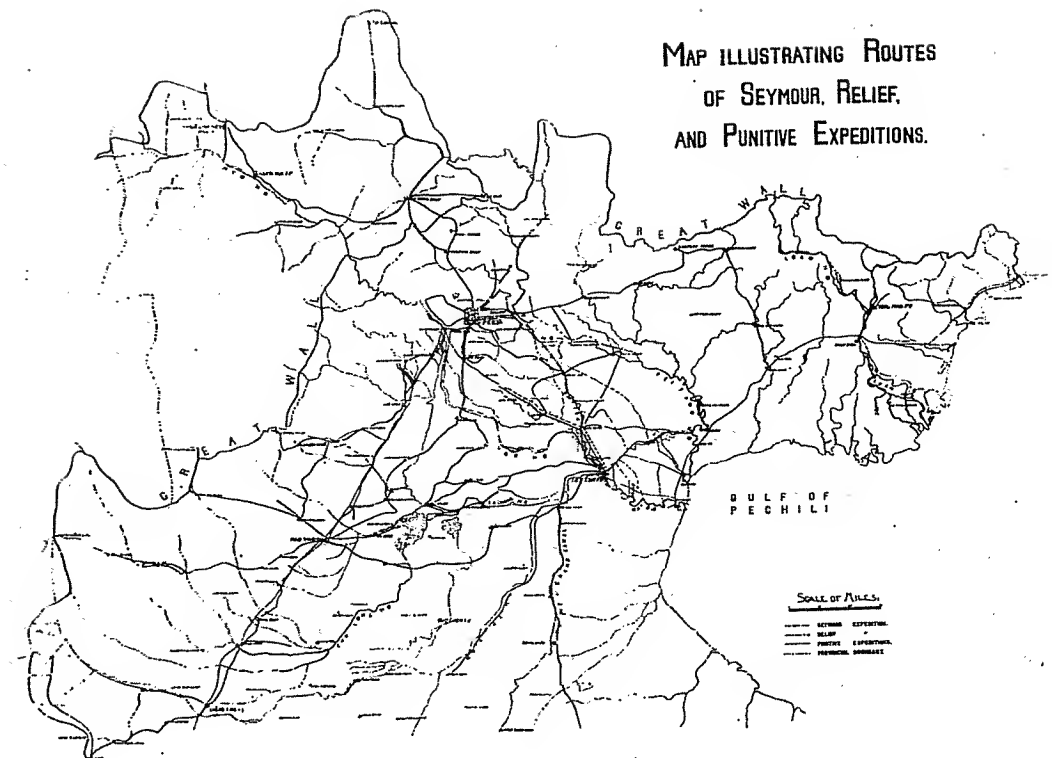
The next large operation—9th July—enveloped the Western Arsenal, on the other side of the Settlements. During the intervening fortnight newly-mounted guns and newly-arrived troops made the position of the Concessions far from enviable. Shells dropped into the barracks and head-quarters with fair regularity; and after the non-combatants had been taken down the river on the 5th, it was seen that the Chinese were slowly working round by the Racecourse, to try to cut off the river communication. They succeeded first in enfilading the naval guns on the Mud Wall west of the Settlements, and then in bringing their pieces to bear upon the rear of this battery. This rendered the clearing movement necessary. Accordingly, it was given to General FUKUSHIMA to demonstrate the ability of the Japanese to carry through such an attack with admirable execution. With a force of 1,000 infantry, supported by artillery and cavalry, and with about an equal number of British and Russians—and later a small detachment of Americans—to assist him, he drove the enemy back from the Racecourse and the country south of it, cut down many of them in their retreat by means of his cavalry, captured six guns, and closed the brilliant manoeuvre by carrying the Western Arsenal

and destroying its effectiveness for bombarding the Settlements. A loss of 350 killed and an unknown number of wounded was inflicted upon the besiegers.

This seemed only to inspire a desire for revenge, as two days later the Chinese made an early morning rush on that vital point, the railway station, with such success that they came to close quarters and fought hand-to-hand with the Sikhs before being driven off. The attack cost them 500 in killed, against 150 lives on the part of the Allies.

Vigorous artillery duels bridged over the intervening days to the morning of Friday, the 13th, when the great conflict of the siege began. It had been previously decided that early on that day all the troops that could be spared from the Concessions should move upon the Native city and suburbs, for the purpose of carrying all the Chinese strongholds. The Russians, 4,000 strong, supplemented by the French and Germans, were under way by daylight, to clear the right and right centre. The larger body moved toward the Black Fort from the direction of the East Arsenal, while a smaller column circled out to come down the Lu-tai Canal. They succeeded splendidly, capturing the Tree Battery, of six guns, that had been so annoying throughout the siege, and then directed their efforts to a fierce bombardment of the Black Fort. Out on the west the Allies had a much more damaging experience. Early on the morning of the 13th all the available guns opened fire upon the southern wall of the city, and especially upon the South Gate, which had been selected as the objective point of the attack. A force of about 5,000, made up of Japanese, British, Americans, and French, with small detachments of Germans and Austrians, took up a position under cover of the Mud Wall, just outside the Western Arsenal. While the batteries rained their missiles upon the wall, the Japanese rushed the Arsenal and cleared it of the enemy, preparatory to the general advance at noon. The Japanese then worked toward the South Gate, along the raised roadway, while the British force held the left of the line and were supported by a small body of American marines on their extreme flank; on the right of the Japanese came the French, with the American 9th Infantry still farther out. In this formation the Allies tried to make an advance across the plain, cut up by pools and ditches, in the face of a withering fire from both the city wall and the soldiers hidden in the neighbouring villages. The 9th Infantry, through an unfortunate mistake, was subjected to an enfilading and frontal fire that carried away Colonel Liscum and many of his men. All day the Allies clung doggedly to their positions, some spending hours standing in stagnant water or lying beneath a mudbank, while the Chinese from behind their ramparts poured out a merciless fire. The reward came the following morning at daylight, when the Japanese succeeded in effecting an entrance into the city by blowing up the outer gate, and scaling the wall to unbar the inner one.

In less than 24 hours the Allies lost, in killed and wounded, 750 men, or 14 per cent. of their total force engaged. Although the Americans suffered most in proportion to their numbers, the Japanese had the largest total of casualties. Inside the Chinese lines the grim record was even more pitiful. Bodies heaped the wall in scores where the shell fire had worked its havoc. The condition of the city itself may better be left to the imagination than described; large areas were in flames and all was polluted by the bodies of the slain. It was at once put under the military control of the British, Americans, French, and Japanese, and its restoration



to normal conditions begun. In a few days a Provisional Government was formed for its administration, an account of whose work will be found in section (u.) of this Report.

But Tientsin had fallen! That was the one all-important fact of the day. As was said at the beginning of this section, it is not the purpose to magnify unduly the importance of this achievement, but only to try to establish its true relationship with the other great events of 1900. Had the early attacks on the Settlements succeeded, or had the Allies failed to reduce this formidable stronghold, completely dominating communication between Peking and the sea, there can be no doubt that History would have had a far sadder record to pen. That a Boxer success here would have meant the extinction, for all practical purposes, of the peace party in Peking—with the inevitable result—is beyond question, and that the Yangtze Valley could not have been longer kept under control is a possibility that has been given much weight by those who have studied the situation with critical eyes. One writer puts it even more strongly:—"The fall of Tientsin not only opened the road to Peking, but it relieved both Chefoo and Shanghai from a danger which was every day becoming greater. To a certain extent, too, it conduced to the safety of every Foreigner in the interior of China, and there were a number in the various provinces whom a continuance of the state of affairs in Tientsin was placing in most imminent daily peril." Certain it is that the fighting in and around Tientsin, and the strategical importance of these operations, have been deprived of their true weight by the dramatic occurrences at Peking. It was here that the Boxer movement dashed itself to pieces on the rocks of Foreign opposition, and in disintegrated elements slunk back into the dark waters of disappointment, to await the brewing of another storm. For the fuller appreciation of these facts, one cannot do better than read the excellent accounts of the siege written by Mr. W. McLEISH, Secretary of the British Municipal Council, and by Midshipman GIPPS, of H.B.M.S. *Orlando*, to both of which the writer is largely indebted for the details of this sketch.

It is, of course, impossible in this brief summary to mention the many individuals who distinguished themselves during the siege, or even to give credit to separate bodies of men that did much to save the day; yet a special emphasis should be laid on two or three features of the defence. Few fully realise that it was to the navies of the various Powers that the salvation of the North was due. They held the ground, with meagre numbers, until troops could be brought up to take the place of the sailors and marines, and established for themselves enviable reputations for valour and resource. Then, too, the work of the volunteers and civilians during those first trying days cannot be too strongly commended. It was, moreover, during the later engagements about Tientsin that the British "First Chinese" Regiment, from Weihaiwei, proved to the military world that the men of the Middle Kingdom could be moulded into very effective soldiers.

This lesson had also been so thoroughly pressed home upon the Allies, by the serious losses they suffered in both offensive and defensive operations, that they were as cautious now in organising a sufficient force to go to the relief of Peking as they had been earlier confirmed in their belief that a well-organised body of a few thousand men could march where it would throughout the enemy's territory. The world knows of those laconic messages that came down from Peking to Tientsin during the days when the Foreigners here were helpless

to move to the release of their many friends in the Capital. But that a force was not despatched before the relief column left on the 4th August is a fact too closely entangled in the meshes of diplomacy to admit of comment here. Naturally, the need for caution, already inspired to an abnormal degree, combined with the difficulties of providing transportation, may be urged in extenuation; yet the increasing danger of the Legations, and the knowledge that the power of the less radical wing of the Conservative party to offset the drastic counsels of the anti-Foreign element might be nullified at any moment, cannot be minimised. The Allied Commanders had decided early in July, in the light of the information they then had, that a start could not be made until 60,000 men were available, which would mean 15th September at the earliest. But when Minister CONGER's message came through on the 26th July, saying, in part, "Quick relief only can prevent general massacre," General GASELEE and General CHAFFEE announced their intention of immediately organising another relief column. Accordingly, a combined force of about 18,000 Japanese, Russians, British, Americans, and French, predominating in the order given, marched out of Tientsin, on the 4th August, to the Hsi-ku Arsenal. The story of their running fight, through Pei-t'ang, Yang-ta'un, Ho-hsi-wu, Ma-t'ou, Tung-chou, and into the Capital on the 14th and 15th, has been so often told that it will not be necessary even to sketch it here.

The Legations had been in a state of siege since 4 P.M. on the 20th June. They were "under fire from the 20th to the 25th June, from the 28th June to the 18th July, from the 28th July to the 2nd August, and from the 4th to the 14th August." Numerous accounts tell of the sufferings, the heroism, the ingenuity, and the stubborn fighting of the defenders of both the Legations and the Pei T'ang (or Roman Catholic Mission), which have made the siege memorable for all time; and pressure of space prevents a detailed account being given here.

Many questions of interest cluster around the anomalies of that unparalleled situation; but probably none has elicited more speculation and comment than the vacillation shown in the policy of the attackers, at times pressing home an onset with the greatest vigour, and again withdrawing when a decided advantage seemed about to be gained, or desisting entirely for several days at a time. Without venturing into a consideration of the larger question of the attitude of the Chinese Government towards the Boxers, it is desired to add a word to the pages that have already dealt with this distinct feature of it.

It has been asserted that LI HUNG-CHANG, best realising what a calamity to China the destruction of the Legations would mean, did his utmost to restrain the drastic policy of the *réductionnaires*. Trustworthy opinion also attributes to Prince CH'ING and JUNG LU, after the latter woke up to the possible ramifications of the Boxer movement, constant efforts subsequently to attenuate the counsels of their more radical associates, with a degree of periodical success which somewhat accounts for the wavering military policy of the attacking forces. But to these should be added an explanation which has been deduced from inquiry among well-informed Chinese at Peking by one of the military officers who went through the siege, and who had consequently an opportunity to weigh the relative merits of the various hypotheses. His informants told him that the Chinese thought that by means of their shells and rifle fire they could destroy every person within the Legations within two days. When this result did not follow,

and the days wore on, another General was brought up to succeed where his predecessor had, so signally failed, and with him came one of those fiercer fusillades which so unpleasantly punctuated the period of the siege. In this way five or six new Commanders are said to have been given the great opportunity. Corresponding periods of slackness and activity marked the waning of one and the waxing of another. Through it all the Manchu party dominated the policy of the Court, yielding at intervals in its attempts at total destruction to the successful pressure brought to bear by those counselling milder measures.

Whatever may be History's true explanation of this enigma when the curtain shall finally be drawn, it is now a matter of common knowledge that Nemesis came to exact her inevitable retribution. Such diverse emotions and opinions are, however, called into being by the mention of the punitive measures of the Allies that no comment upon them will be attempted here. Only a short record of where the punitive expeditions went, and what they did, will be appended, to close this section.

First the remaining military operations north of Taku may be mentioned, although they partook more of the character of the previous measures of protection and insurance than of the subsequent punitive ones. It had been planned to storm the Pei-t'ang Forts, by a combined attack of Russians, Germans, French, British, Italians, and Austrians, on the 22nd September; but owing to the fact that the Chinese opened fire on the night of the 19th, the need for an immediate forward movement seemed urgent enough to warrant the Allies advancing before the British and Italians had come up. After but a nominal resistance, dictated, it is said, from higher sources—and really warranted by the fact that, with the fall of the Taku Forts, these at Pei-t'ang had lost their *raison d'être* as guards against a flanking movement on the north,—the five strongholds were evacuated. Still, the Allies paid heavy toll to the mines that had been laid along the approaches from the land side, their explosion bringing up the losses to 32 killed and 160 wounded. At Shanhaikwan and Chinwangtao, against which combined attacks by landing parties and war-ships had been planned, it was found that the garrisons had already withdrawn.

The first real punitive expedition of any importance was the excursion of a mixed column from Tientsin, on the 8th September, to Tu-liu-ts'nn, a small place lying some 15 miles to the south-west, which was being used as the rendezvous of a Boxer force. The Boxers retired without offering any resistance, thus leaving the Allies free to burn the town.

On the 11th September a column of about 1,700 Germans, with six guns and a small cavalry detachment, moved out of Peking to attack the city of Liang-hsiang-hsien, 15 miles down the Pei-Han Railway. On approaching the city the force was met with a fire from rifles and some old cannon on the city wall, but succeeded in storming the west and blowing up the east gate without serious loss. Within the city the Chinese persisted in the fight, from barricaded streets and houses, with a stubbornness that cost them 250 lives, whereas the German losses were insignificant. Then there must be added to these the 170 Chinese who were afterwards shot by order of the German court-martial. The accounts say that 400 escaped.

The next movement from Peking enveloped the Boxer nest of Pa-ta-ch'u, lying about 12 or 13 miles north-west of the Capital and so situated as to threaten the line of supply from the coal mines. A mixed column of about 1,700 British and American infantry, artillery, and

cavalry, on the 16th September, swung round by San-chia-tien, on the Hun-ho, to close the western approaches, while another force of Germans and Japanese was to draw the net on the east. Although the former carried the place, and drove out the Boxers, most of these escaped to the north through a break in the cordon. Later the British contingent burned the two temples that contained damaging records of Boxer activities.

A few days afterwards a joint expedition of Germans and Japanese, formed to avenge the murder of a Japanese officer and three men out exploring the region of the Nan-hai-tzu, or South Hunting Park, came upon the Boxers in force near the Nan-hung-mên, in the centre of the south wall, and inflicted upon them a loss of 150, at an expense of four wounded on the side of the Germans. At the same time the village of Ta-ying, just a little to the south-west, having been found to be the rallying-point of the Boxer bands, was razed to the ground.

On the 8th October an Italian detachment left Tientsin for Pao-chiang-ying, 6 miles north-west of Yang-ts'un, in order to punish this village for the murder of Christians. They returned the following day, after having accomplished their work.

These were the principal expeditions that marked the period between the relief of the Legations and the arrival of Count von WALDERSEE in Peking, to assume command of the punitive and clearing operations. The German works, speaking of this period as the inter-regnum, say that doubt and chaos reigned supreme, that no measures were taken to explore the surrounding country, and that some of the military men went even so far, in their fear of a renewed attack by the Chinese, as to recommend retiring within and barricading the Forbidden City.

When Count von WALDERSEE established his head-quarters at the Capital an agreement was consummated with LI HUNG-CHANG that that part of the province of Chihli included between the lines of the Great Wall on the north, the Shansi border on the west, and the Gulf of Pechili on the east, and extending down to near the Shantung border, should be given over to the control and policing of the Allies, to enable them to suppress the Boxers, and consequently to protect Foreign interests and Chinese Christians. This district of occupation was then apportioned by mutual agreement to the care of the various contingents; but owing to the withdrawal, in October, of most of the Russian forces, half the Japanese, and all the Americans, combined with the decision of the British to assume a passive rôle in the subsequent operations, it fell chiefly to the French and the Germans to put this arrangement into effect. There were, however, mixed contingents at Sbanhaikwan and at various points along the railroad, to guard the line; and Russia's claim to preponderance of authority in the north-east eliminated that section from more than sporadic attention from the French and Germans.

The French assumed control of the region west and south-west of Tientsin, to accomplish the double object of ensuring protection to the villagers who were beginning to return to their homes and of establishing a buffer against further Boxer movements in the neighbourhood of Tientsin. On the 8th October a detachment, nearly 1,000 strong, set out for Hsien-hsien, to the south-west of Ts'ang-chou, on the Grand Canal. *En route* they relieved the mission at Ka-ta, "where for more than three months 1,800 Christian men, women, and children, driven

away from the neighbouring villages, had remained closely besieged and constantly harassed by the numerous Boxer hands"; and they razed those villages along the line of march which had taken an active part in the massacre of Christians or in the attacks on Tientsin. As the column returned from Hsien-hsien, late in the month, it left behind a garrison of two companies to hibernate there, in order to keep the southern part of the province quiet. Meanwhile another detachment, sent out to patrol to the west, with head-quarters at Pa-chou, resolved, in view of the important French interests in the region of the Pei-Han line, to make a dash for Pao-ting-fu. It advanced unopposed to the provincial capital, entered it on 13th October, released from the keeping of the Fantai's soldiers the family of an English missionary, and later set free the large body of Native Christians, and two Lazarist fathers, at An-su-hsien, just north of Pao-ting-fu. Then, proceeding down the railroad, they rescued, at Chêng-ting-fu, 13 Lazarist missionaries, seven sisters, five engineers and employés of the railway, besides some 1,100 Chinese Christians and orphans, all of whom had been defending themselves for over three months.

This seizure of Pao-ting-fu rendered unnecessary the elaborate preparations that had been made at Peking and Tientsin, under the direction of Count von WALDERSEE, for the despatch of separate columns from these two places to converge on the provincial capital. From Peking came down a mixed column of 3,500 German, French, British, and Italian troops, while from Tientsin marched a slightly larger force of French and Germans, which came in touch with the Peking column to the north-east of Pao-ting-fu on the 18th October. As the city had been put under French protection, the Allies waited for the Chinese to evacuate it; and then, after the failure of General GASELER's efforts to treat with the Taotai outside the city walls, passed the gates on the 20th October. Immediately a mixed military commission was organised, to inquire into the murder of the 15 British and American missionaries in June and July, and, after the investigation, recommended that the Provincial Treasurer TING YUAN and the Tartar official KUZI HENG be executed for their complicity in the crime. Not only was this sentence at once carried out, but, as further punishment of the city, the temples that had been used for Boxer head-quarters were destroyed, all the towers of the city gates were demolished, a section of the south-east corner of the wall was blown away, and a fine of Ta 100,000 imposed. This sum was subsequently divided between the French and German forces, to help defray the expenses of policing and patrolling the south-western part of the province, while the Ta 240,000 found in the provincial treasury went equally to the various Powers, in proportion to the number of men each had in the converging columns.

On its return to Peking the British column avenged the murder of two missionaries at Yung-ch'ing-hsien, north of Pa-chou, by exacting a fine of Ta 40,000, burning two of its temples, and destroying the north gate of the town.

When Pao-ting-fu had been punished, a combined French and German force made it their head-quarters, in conformity with an agreement that the French should take the region to the south (including Chêng-ting-fu), and the Germans that to the west and north-west, as their separate fields of operation. The French, in clearing the country round Chêng-ting-fu, had one or two sharp clashes with the Boxers, but under instructions from their Commandant at Peking

they joined no issues with the Chinese regulars. They occupied the Hsi-ling, or Western Tomba, near I-chou, as well as Huai-lu, on the road to the Ku-kuan Pass. The Germans, on their part, planned a thorough campaign against Boxers and regulars alike, making it their policy to drive them all beyond the line of demarcation, and to inflict as much loss in the course of the operation as possible. It is now, and was then, well known that LI HUNG-CHANG ordered the Chinese Generals not to give battle, but to withdraw in every case upon the approach of a Foreign force, and that this policy accounts for many of the otherwise hazy anomalies of the subsequent months. One of the German writers treating of these military operations sounds the plaint that, had it not been for this order from LI HUNG-CHANG, the Chinese would have offered further resistance, and could have been so thoroughly beaten by the Allies that China would have had to accept any terms they might propose, instead of making peace with an army "in being," still in the field. There were, according to his estimates, 80,000 to 90,000 Chinese regulars in Chihli at the beginning of October; but, as he states frequently in the accounts of the various engagements, these regulars always drew away before the German troops could come upon them in large enough numbers to secure complete success.

The clearing operations in the district allotted to Germany began with the march north from Pao-ting-fu of a mixed force, in wide front, along the foot of the mountains, to drive whatever troops there might be east of the Great Wall beyond it into Shansi. A part of this force drew off towards the west from I-chou, drove back a guard from the neighbourhood of the Hsi-ling, and came upon a larger body watching the Wall at Tzu-ching-kuan. There they forced over the border with a loss of 83 killed, whereas the Allies had two killed and seven wounded. They then blew up the magazine and gate, besides carrying off a number of guns and some ammunition.

Early in November came the expedition to Kalgan, under the command of Count YORCK, for the purpose of assisting the Catholic mission near Kalgan that had applied to Bishop FAVIER for help, and to drive back the force of 11,000 men who were rumoured to be at Huai-lai and Hsuan-hua-fu. The column consisted chiefly of Germans and Italians, though there were small parties of Bengal Lancers and Austrian marines attached to it. Before it the Chinese retired so rapidly that the lack of cavalry on the part of the Allies prevented their doing more execution than was involved in the capture of a small supply train and the killing of 30 Chinese. On the return march, between Hsai-lai and Peking, night attacks on villages along the route led to the capture and subsequent summary execution of 25 Boxers. During the trip fines amounting to 775 80,000—besides large contributions of skins—were imposed upon the principal cities, by Count YORCK, as the price of immunity from molestation. On the return journey the sad death of the Commander, resulting from suffocation by charcoal fumes, deprived the expeditionary force of one of its ablest leaders.

Another column left Peking on the 28th December, this time going north to the Great Wall, through Chang-ping-chou and Yen-ching-chou, to locate and destroy, if possible, the Lu-t'ai army of about 4,000, which was said to be moving in that direction. One wing made the journey between the two places mentioned by following the Nan-k'ou Pass highway, as the other

moved straight north by the Ming Tomba. At Chang-ping-chou three Boxers were executed and several Boxer houses burned. On the 3rd January, in a sharp, short fight at Ho-fu, just in the point of the angle made by the two arms of the Great Wall, 140 Boxers were killed. Afterwards Tzu-hai-k'ou, near by, together with those villages along the line of march from which shots had been fired upon the column, was burned. The accounts say that these Boxers were reputed to be living off the country as regular brigands, exacting tolls of which the country-side was heartily glad to be rid.

Another movement, in quite a distant corner, was the expedition from Tientsin on the 1st December, to clear away the Chinese troops who had retired to Ts'ang-chou, on the Grand Canal. When it was found that these had withdrawn from there on the approach of the Germans, a pursuit was instituted which carried the force beyond the line of demarcation, and nearly down to the Shantung border, without result.

Incident to the clearing operations around Pao-ting-fu, there occurred during December many minor excursions, and a few fraught with greater importance. On the 15th December, in an attack on Chinese regulars at Yung-t'ing-hsien, a detachment killed 211 of the enemy; while on the 24th another force inflicted a loss of 40 upon the regulars at Man-ch'eng-hsien, just north-west of Pao-ting-fu.

Throughout the remainder of the winter and spring the Germans devoted their efforts principally to clearing the passes between Chihli and Shansi and to driving the Chinese back into the latter province. One expedition left about the middle of February for Tao-ma-kuan, and, finding that the Chinese had retreated beyond the Great Wall, to Kuang-ch'ang-hsien, about 50 miles north-west of Pao-ting-fu, in the Chu-ma-ho Valley, they pursued them beyond the line of demarcation, in spite of orders from Peking to the contrary, and there killed 300 of them, with a loss to themselves of one killed and eight wounded. The Commander of the expedition was not disciplined for disobedience of orders because of the marked success he achieved. Of the remaining engagements in these passes, it will be sufficient for our purpose to give but an abbreviated summary, although they are treated very fully in the German military reports:—21st February: An-tzu-ling Pass, directly west of Pao-ting-fu; 200 Chinese and one German killed. At Lung-ch'uan-kuan, directly west, near the Great Wall, a minor engagement resulted in 40 Chinese dead; here the Chinese General disregarded the Peking orders to retire, and stood to his guns for five hours. On the 8th March Chang-ch'eng-ling, on the Great Wall, was taken, and the enemy pursued into Shansi; losses, 250 Chinese killed and two Germans wounded. With these troops driven over the border the part of Chihli entrusted to the Germans was now effectually cleared of soldiers, regular and irregular.

But in April it was found that there were considerable bodies of men east of and in the passes west of Ch'eng-ting-fu, within the French sphere of action. A combined attack by French and German forces was planned, in which the French were to advance from Huai-lu and force the southern passes, while the Germans were to move against the more northern ones and finally come in touch on the south. At the last moment orders from Peking restrained the French from taking the initiative against the Chinese regulars, and so they simply marched

near to the scene of action, as a reserve, in case the German force should be hard pressed. This column moved west from Chêng-ting-fu along the Hu-t'o-ho, and separated at a short distance from the Wall, to come simultaneously upon the different objective points. The detachment farthest north attacked Liu-ling-kuan on the 24th April, where, without loss to itself, it killed from 35 to 40 Chinese. At Kuang-an, the day previous, only irregulars—probably Boxers—had opposed the attacking force, at a cost of 20 killed. That same day a different story was developing at the next point south, Kou-chang; in that there the Germans had fallen so completely into an ambush that it was only after an all-day's fight and a night on the battlefield that they found freedom, through the withdrawal of the Chinese under the cover of darkness. At Niang-tzû-kuan, the same day, the Chinese left 100 dead on the battlefield before retiring beyond the Wall, to Ping-ting-chou; while in the succeeding actions at Tsiu-kuan and Ku-kuan, still farther south, they lost large quantities of supplies and ammunition, besides their dead and wounded—the spoils (counting, among other things, 13 modern guns and 2,500,000 cartridges) being divided equally between the French and Germans. In the clearing of these passes the Germans had four men killed and 20 wounded, whereas their estimates of the Chinese losses put the dead at between 300 and 400. If the whole of the army under General LIU KUAN-TS'AI, which was said to number 40,000, had manned these passes in force, instead of retreating under the orders from Peking, and simply leaving a rear-guard to try to bring off the supplies, the record would have been a much more sanguinary one. As it was the French sent officers asking the Chinese to withdraw, and it is now a matter of common knowledge among military men who have commented on these operations that, had the Germans arrived a day or two later at Ku-kuan, the Chinese would all have been beyond the border.

These operations practically closed the fighting in Western Chihli; for immediately afterward the Germans withdrew from the Great Wall, and the French soon surrendered their territory, as far north as Hsin-lo-hsien, to the care of the Chinese Generals. During April and May only small cavalry patrols circled far to the north into Mongolia, and to the west well into Shansi, to confirm or disprove the rumours that General TUNG FU-HSIANG was massing an army to attack Kalgan. They travelled freely everywhere, and found no trace of the Boxer leader. Late in the spring the Government troops of General MA came into Chihli to occupy the cities evacuated by the Foreign forces.

During these months the north-eastern part of the province had seen some disturbances, though in no way commensurate with the activities in the south-west. On the 21st October a small column moved against and dispersed a band of Boxers harassing the railroad near Lan-chou. In November a detachment made the trip from Shanhaikwan to Tann-hua-chou, and almost to the Tung-ling, or Eastern Tombs, where they found the officials and regulars so conciliatory that they returned without molesting them.

In April a British patrol near Tai-tou-ying, north of Fu-ning-hsien, met a band of brigands that killed their major, a lieutenant, and 20 men. A column of British, Japanese, and French was immediately formed at Shanhaikwan, and hurried to the scene, to inflict upon the Chinese a severe punishment and to drive them beyond the Great Wall. It must also be remembered that here, as elsewhere throughout the province, there were, from time to time,

cavalry patrols making exploring expeditions, and many smaller infantry detachments moving in the neighbourhood of the various head-quarters, whose routes have not been shown upon the illustrative map.

With the progress made in the negotiations for peace, and with the departure of a large portion of the Allied forces in the summer of 1901, these punitive measures gave way to a more peaceful programme of occupation, and policing certain vital points along the line of communication between Peking and the sea, which will again be referred to in section (u.) of this Report. The terms of the Protocol signed at Peking on the 7th September 1901 are so well known, or so available, that they need not be included here.

In closing this section, the writer wishes to repeat the caution that the above account must not be taken as a full and detailed statement of even the periods and events emphasised in it—for such it cannot claim to be,—but only as an attempt, as was stated at the outset, to make more real the part played by Tientsin in the affairs of 1900, and to provide a fuller, more definite cluster of associated ideas about the phrase "punitive expeditions."

(b.) A cursory glance at the general condition of the port's trade during each of the years of the decade will form a good foundation on which to rest the superstructure of comment on the changes that have come about within the period.

In 1892 the persistent fall in exchange, while the local market was well stocked with Foreign Imports, forced Native dealers to dispose of their holdings as best they could, and discouraged fresh purchases, while the floods which visited the surrounding region further curtailed trade; so that the gross value showed a decline of *Hk.Fts.* 2,092,722 from that of the previous year.

During 1893, in spite of more disastrous floods in this neighbourhood, drought and famine in the *hinterland* provinces, and a fluctuating exchange, the total trade rose to the highest figure yet reached. This is partially accounted for in the annual Report of that year "by the enhanced price of Foreign Imports, as well as the arrival of large quantities of materials for the construction of railways, and by the preparations for the approaching celebration of the 60th birthday of Her Majesty the Empress Dowager"; and by the fact that, owing to the drop in silver, many exporters were induced by the profits to be made on a falling exchange to bring forward larger quantities of Native produce.

More floods in 1894, though not so serious as those of 1893, together with the silting up of the Hai-ho, during a month right in the busiest season, did not succeed in preventing the total trade from expanding by 15.8 per cent.

1895 saw no radical change in the conditions, and consequently returned a *per centum* increase exactly equal to that of the previous year.

The small increase, of less than 2 per cent., in 1896 appears to have been largely due to the aggravated condition of the Hai-ho trouble, inasmuch as the river failed for seven months to afford water enough for ships to come up to the Bund; to the 3,000,000-picul falling off in the importation of Rice, owing to the decline from the abnormal demands of 1894 and 1895;

and to the decrease in Exports, due largely to "the dulness of the American market, owing to uncertainty as to the result of the Presidential election, and to the rebellion in Kansuh causing a stoppage of supplies."

Once more, in 1897, serious handicaps appeared, in the "rapid fluctuations of exchange, a lower gold value for silver (in September) than had ever previously been reached, and a river that had become almost useless as a waterway." However, the natural developing power of the port's trade overcame these obstacles enough to show a fair increase, although Mr. HIPPLISLEY in his Report threw out the forecast that, unless measures were speedily taken to improve the river, Tientsin could not be expected to maintain her commercial supremacy and take advantage of the opportunities for future development.

Under the reviewer's eye the indubitable keynote of the decade's history is this latent power of the port to surge steadily forward, in spite of all hindrances: at no time did this appear more forcibly than during 1898, when, although not a single steamer was able to come up to the Bund, an advance of 12 per cent. took place. The year, however, saw heavy losses fall upon Chinese middlemen, who had contracted for large stocks of Export goods, under the stimulus of the high prices ruling for shipments previous to the enforcement of the DINGLEY tariff schedule in the United States, and who had subsequently to dispose of these on a high exchange and contracting market.

Reference to the table given below will make clear at a glance the jump-made in 1899. This, as is well known, was the "record" year up to that time for most of the China-ports—and Tientsin was no exception.

The disturbances of 1900 are too fresh in the minds of all to require more than a passing reference as the cause of the falling away of more than half of the port's business in that year. Yet it is gratifying, in the light of subsequent developments, to see that the prophecy that "the occurrences of the year have given a blow to trade in North China from which it will not easily recover" could be so splendidly disproven by the performances of the last three years, in the face of other radically adverse influences.

The failure of Tientsin to convalesce, after 1900, as rapidly as did Shanghai and some of the other southern ports may, of course, be easily accounted for by her proximity to the heart of the trouble, as against the outlying members, her more fortunate sister ports. Disturbed domestic life, poverty resulting from destroyed crops and houses, and brigandage all combined to curtail trade in general, while the precariousness of transportation, exchange, and banking in the interior militated particularly against the restoration of normal conditions of export. Consequently, 1901, although showing better results *in toto* than the first half-year promised, closed its books about 40 per cent. behind 1899. But if the subsequent years be included, for the purpose of a more just comparison, it will be seen that in 1902 the buying to replenish exhausted stocks carried the total trade to a point 7 per cent. above the previous record of 1899. Yet this level could not be maintained; and the years 1903 and 1904, with their totals below that of 1898, bear the unmistakable earmarks of the Boxer upheaval and of the more or less consequent financial crisis.

VALUE OF TRADE, 1892-1904.

YEAR.	GROSS VALUE.	NET VALUE		PER-CENTAGE OF RE-EXPORTS.	NET FOREIGN IMPORTS.	NET NATIVE IMPORTS.	EXPORTS OF LOCAL ORIGIN.
		Amount.	Annual Increase or Decrease.				
	Hk. Ta.	Hk. Ta.	Per Cent.		Hk. Ta.	Hk. Ta.	Hk. Ta.
1892.....	39,428,578	35,326,854	- 7.3	10.4	17,862,805	11,049,635	6,414,414
1893.....	43,700,385	38,570,147	+ 9.2	11.7	19,720,227	12,888,973	5,960,947
1894.....	50,596,675	44,277,054	+14.8	12.4	21,712,098	15,700,708	6,864,248
1895.....	58,606,928	50,175,806	+13.3	14.4	23,340,063	17,676,819	9,158,924
1896.....	59,746,364	51,316,367	+ 2.3	14.1	29,490,949	13,263,578	8,561,840
1897.....	64,644,211	55,059,017	+ 7.3	14.8	30,212,260	13,864,713	11,000,044
1898.....	72,966,726	63,064,148	+14.5	13.6	32,579,514	18,390,950	12,093,684
1899.....	87,732,223	77,604,562	+23	11.5	39,279,788	22,623,967	15,700,807
1900.....	32,634,815	31,920,658	-58.9	2.2	14,728,354	9,118,920	8,073,384
1901.....	51,434,762	49,411,423	+54.8	3.9	27,227,438	12,029,879	10,154,106
1902.....	93,749,605	89,478,464	+81.1	4.5	53,443,798	22,466,744	13,576,922
1903.....	70,850,751	68,729,061	-23.2	3	37,463,822	19,945,950	11,319,289
1904.....	71,821,928	68,954,694	+ 0.3	3.9	36,178,019	17,881,296	14,895,379

In this connexion it is interesting to draw a comparison between the growth of the trade of Tientsin and that of the Empire as a whole and of the other individual ports. As it would be manifestly unfair to take for the basis of such a comparison years wherein upheavals have seriously influenced local commercial conditions, the periods from 1887 to 1889 and from 1897 to 1899 have been selected as being as fairly representative of a decade's progress as any obtainable. Comparing the average annual value of the whole trade—not Foreign Imports *plus* net Native Imports *plus* Exports—of all the Treaty ports for the first period with that of the second, we find that the growth of the decade was about 85 per cent. On the other hand, Tientsin under the same test shows an expansion represented by 123 per cent., and is surpassed in this relative growth by only one other port, Newchwang, which returns the marvellous development of 259 per cent. Additional weight is given to this comparison by keeping in mind the fact that Tientsin has the second largest trade of all the ports, being just below Shanghai on the list, and that therefore her relative growth must mean a much greater absolute development than an equal per-centage of increase would mean at the smaller ports. Of course, it would be instructive to have this comparison carried down to the present, especially with the fine showing Tientsin made in 1902, but these post-Boxer years seem too subject to erratic influences to offer a just criterion.

Aside from this comparison with other ports, Tientsin is justified in drawing satisfaction from the absolute results this table brings out. Every feature of the trade of the port, save that of Re-exports, shows a healthy growth; and especially gratifying is the gain made by the Exports, which, in spite of the paradoxes revealed by inquiries into China's commercial balance sheets, must, of course, be taken to be fairly indicative of the power of the people to absorb Foreign Imports.

The one unhealthy feature mentioned deserves further reference. "The term Re-exports, at Tientsin, is practically synonymous with overland Tea trade to Russia," so much so, in fact, that the remaining goods leaving the port under this heading have been continually looked upon as a *quantité négligeable* in all the Reports. This Tea comes from Hankow *via* Shanghai, and consists of Black Tea in leaf and in bricks, Green Tea in bricks, and Tea Dust made into tablets. From here it goes by boat to Tung-chou, is there transferred to the caravans of camels that carry it up across the desert by the old road that leads through Chang-chia-k'ou (張家口) or Kalgan and Kiakhta, and is thence borne to the markets of Siberia and Russia. Taking Mr. Commissioner DETRING's estimate that "very nearly 1½ million taels" were spent in 1893 to cover the cost of this transportation, and applying it to 1899—the year the trade attained its greatest development,—we have about 2½ million taels as a rough approximation of the carrying fees earned by the boatmen and by the Mongolian camel-owners. The prophecy of the 1893 Report that "the maximum had probably been reached, and this high point will never be again touched," was, however, nullified during the latter half of the decade, when, as appears in the appended table, this trade surged steadily forward; but it was so severely broken up by the troubles of 1900 that it has never recovered its previous standing. In 1902 a temporary spurt carried the total over that of 1889, but during the last two years it has again fallen to a point below any touched in the "eighties." This may be explained by the fact that in 1903 many shipments that would otherwise have followed the beaten path were diverted to the Siberian Railway through Dalny, thus fulfilling a part of the prophecy of 1893, while in 1904 the war conditions naturally crippled the trade. The local dealers, in presaging future developments, look for keen competition from the railroad when peace is restored, while hoping still that the proposed line from Kiakhta to Kalgan and Peking may finally win back all the lost prestige. At the same time they are sensible of the diversion induced by the reduction of the import duties at Odessa and of the ever-increasing inroads into their field by the Teas of India and Ceylon. Owing partly to the lower schedule of duties at Kiakhta in comparison with those at Odessa, some of these Ceylon Teas have, since 1898, been coming north along the China coast and going inland over the caravan route. They receive the same treatment as the Native produce, in being allowed to go through under bond after having paid the Transit Dues.

RUSSIAN OVERLAND TEA TRADE, 1892-1904.

YEAR.	VALUE.	YEAR.	VALUE.
	<i>Hk. Tls.</i>		<i>Hk. Tls.</i>
1892.....	4,062,629	1899.....	9,960,426
1893.....	5,095,319	1900.....	636,820
1894.....	6,257,452	1901.....	1,557,473
1895.....	8,369,541	1902.....	4,027,828
1896.....	8,291,052	1903.....	1,932,102
1897.....	9,439,649	1904.....	2,189,874
1898.....	9,754,640		

In the case of the Foreign Imports, we may cull from the longer period certain general tendencies and movements which the comment of the annual Reports does not cover. It is

common knowledge that Cotton Goods constitute the vital element of the trade with the North. A list of the most important or most significant of these has been prepared, to illustrate the wonderful development of the decade and to bring out the shifting of relative importance that has been taking place. Inasmuch as the crippled conditions of 1901 and the abnormal buying of 1902 render either of these years, taken by itself, an unjust criterion, the trade of both has been included, and it will be found that the mean between the two is almost exactly equal to the more normal records of 1903 and 1904.

PRINCIPAL COTTON GOODS IMPORTED, FOR THE YEARS 1892, 1901, AND 1902.

DESCRIPTION.	Classifier of Quantity.	1892.		1901.		1902.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Shirtings, Grey, Plain.....	<i>Pieces</i>	1,194,769	2,150,310	542,693	1,490,481	1,520,978	3,802,446
" White, ".....	"	592,676	1,395,224	324,948	1,381,030	841,559	3,506,720
T-Cloths.....	"	281,670	524,986	58,389	145,973	241,116	659,914
" Japanese *.....	"	...	...	43,400	108,500	127,299	488,923
Drills, English.....	"	36,510	82,229	6,101	18,291	9,315	31,862
" American.....	"	270,986	647,158	390,278	1,527,113	729,230	3,210,542
Jeans, English.....	"	66,016	125,431	9,079	24,907	95,429	283,090
" American.....	"	30,880	64,059	41,590	128,929	84,810	276,304
Sheetings, English.....	"	165,170	355,344	15,556	53,911	15,556	83,617
" Dutch †.....	"	7,000	15,456	...	...	...	...
" American.....	"	1,088,244	2,662,524	1,031,170	3,861,016	2,165,938	8,800,593
" Japanese ‡.....	"	...	...	14,100	38,775	54,190	161,083
Chintzes, Furnitures, and Cotton Prints.....	"	228,769	457,538	66,385	215,753	322,349	1,047,834
Cotton Lastings.....	"	144,480	433,440	52,455	209,790	212,064	848,256
" Italians.....	"	38,377	118,331	50,789	232,792	160,875	929,350
" Yarn, English.....	<i>Piculs</i>	13,270	238,646	7,141	249,935	19,235	696,031
" " Indian.....	"	150,158	3,066,960	138,162	3,225,312	257,080	5,968,137
" " Japanese §.....	"	...	...	54,845	1,305,496	73,899	1,863,387
" " Chinese ||.....	"	...	...	17,346	410,333	35,496	856,982

* First appeared in 1896.
† Last " " "

‡ First appeared in 1895.
§ " " " 1893.

|| First appeared in 1894.

The most significant changes in the Piece Goods figures are the decline in English Drills and Sheetings, the increase in the similar American varieties, and the appearance of the Japanese lines on the market. In Shirtings the English goods have held their own, but in the Drills and Sheetings they have been handicapped by militating influences which the best local opinion summarises as follows:—The American goods are superior in quality, and their freedom from size wins for them favour with the Chinese, who find that they dye better than the heavily-sized English article. Freight from New York is usually 20s. a ton cheaper than the charges from England on similar goods. Then, too, the American manufacturer has for years past used the Northop automatic loom, which requires only one man for 20 machines, whereas the usual factory in Lancashire has to provide one man to every four looms; the American manufacturer, in competition with his English rival, thus saves four men's wages for every 20 looms employed. Furthermore, as the American Drills, Sheetings, and Jeans find their best market at home, and only the surplus is exported to China, they can consequently be, and occasionally are, exported

at cost price, in order to control the Foreign market. English Drills and Sheetings are, on the other hand, made entirely for export, and little or none is consumed in the home market; so that a period of dull Foreign trade forces the English manufacturer either to run his looms to stock, in anticipation of future demand, or to stop his machinery, either course meaning a loss in interest and a consequent increase in the selling price. As a result of the English manufacturer thus labouring under the heavy disadvantages of excessive freight and want of a home market, he is forced to employ, in many cases, a lower grade of cotton—which requires heavy size to spin,—in order to sell his goods at prices to compete with the American products. The Chinese have found this out, and prefer to buy the better article at level prices.

Besides the Japanese T-Cloths and Sheetings included in the table, the Island Empire has been sending a steadily increasing quantity of the smaller articles, such as Towels and Handkerchiefs and Japanese Cloth and Crapa. Her entrance into the Piece Goods market and the increase in her sales here have been entirely a matter of the price of her products, as their quality is in no way comparable with that of the English and American goods; and her ability to make further gains will rest upon the advantages of her proximity to the market and her plentiful supply of cheap labour. Yet a significant trend is to be observed in the steady rise in the prices of Japanese goods during the later years of the decade; take, for example, the T-Cloths—quoted at *Hk.Tts* 1.48 in 1896, *Hk.Tts* 2.32 in 1899, and *Hk.Tts* 3.84 in 1902. It may be added, in partial explanation, however, that there has been a general rise in the gold value of all Piece Goods during the past 12 years, and that the fall in exchange will account for some of this increase in the silver quotation. In the English lines we find that Shirtings, for example, rose from 7s. 5d. in 1893 to 8s. 8½d. in 1904, or about 17½ per cent. Thus the general trade here has been compelled to labour against this very material handicap as well as the 33 per cent. drop in the purchasing power of silver. That it has continued to increase, in the face of these drawbacks, demonstrates in unmistakable terms its inherent vitality.

What was said of English Drills and Sheetings is, unfortunately, applicable, in a measure, to the Cotton Yarn market; for, although her sales of 1901 and 1902 compared favourably with those of 1892, the amount imported during 1903 and 1904 dwindled to about 3,600 piculs. With the developing demand, the Indian Yarn has arrived in larger quantities, while those from Japan and from Shanghai have appeared within the decade as additional competitors. Cotton Yarns imported into China consist principally of counts between 10's and 20's, and to spin coarse counts of this description Indian short-staple cotton is chiefly used, being cheaper than American. India, as a consequence of having a plentiful supply of the raw material on the spot, as well as an unlimited supply of cheap labour, can turn out coarse Yarns much cheaper than Lancashire, and, moreover, is at a further advantage by being so much nearer the market. Results to verify these general assertions are not wanting. In 1892 the value of the Indian Yarn exceeded that of any other single item in the list of Imports, while in 1901 and 1902 it was surpassed by American Sheetings only. It will be observed that in 1902 nearly twice as much came in as was imported in 1892. That the Japanese variety has also come to stay will be fully appreciated after a reference to the Returns and to Mr. CARRALL'S Decennial Report for Chefoo.*

* "Decennial Reports, 1892-1901," vol. I, p. 50.

Brief mention may be made of other interesting items in the list of Foreign Imports. The Russian and American Kerosene Oils have been fighting steadily for the northern market, with the advantage, thus far, decidedly in favour of the Russian article. At the same time, Langkat, Japanese, and Sumatra have appeared in small quantities. In the list of Sundries, among the most important articles are Sugar, Japan Matches, Wines and Spirits, Cigarettes, Needles, and Hardware; and indicative of the increasing variety of the trade stand the 90 odd new articles in the Returns of 1902 which were not separately entered in those of 1891.

Among the Native Imports the chief staples of trade are Rice, Silk Piece Goods, Paper, Wood Poles, Wheat, Chinaware, and Sugar, each of which returned a valuation of more than *Hk.Tts* 500,000 in 1902. Taken as a whole, the net Native Imports more than doubled between 1892 and 1899, although within the last two years they have fallen to a point only about 80 per cent. above the mark of 1892.

Passing on to the Exports, we feel fully justified in making the statement that, in spite of the importance of the trade in Foreign goods, the Export business is distinctly the most significant and characteristic of the place, and is commanding constantly-growing attention from the local business houses. That it should have doubled in 10 years, under far from the best conditions, speaks much for its future. The accompanying chart has been prepared to picture graphically the relative importance of the seven leading products, all but two of which go out entirely for Foreign consumption, and to demonstrate the way these have changed places in the list. It emphasises also the general upward tendency of the whole group: in 1892 all but one were below the 1 million tael line, while by 1904 all save two were above it. Sheep's Wool is now far in the lead, and promises to maintain its vantage for some time to come. But on this point, as well as two or three others treated below, the writer has taken the liberty of incorporating *verbatim* the major portion of a note addressed to him by Mr. J. M. DICKINSON, of this port, in response to a request for this information relative to the Export trade. Mr. DICKINSON wrote:—

"Undoubtedly the most promising item in the list of Exports is Sheep's Wool. Unless one is in touch with the business aspect of the article, a mere study of the figures showing the export trade that has been built up in Sheep's Wool, during the past 20 years, does not bring out more than the fact that it is a valuable and, on the whole, a steadily growing trade. Thus, for instance, in 1893, after steadily rising from 19,747 piculs in 1885 to 122,698 piculs in 1892, it fell to 88,052 piculs, to be immediately followed in 1894 by a jump to 207,574 piculs. The episode repeats itself, in nearly the same figures, in 1898 and 1899; and both are accounted for by the operation, or contemplated operation, of the tariff Acts in America, where a levy of 4 gold cents per lb. on all China Wools costing less than 12 cents (6d.) has some years been made, while in other years these Wools have been on the free list. Naturally enough, these vagaries have had their effect at this end: if Wools paying a 4-cent per lb. duty were likely to come on the free list, the stocks were allowed to accumulate here; if the Wools were on the free list, and likely, as in 1899, to be put in the tariff, everything was hurried forward by hook or crook. Also, in addition to the bare figures is the fact that since 1901 a large per-centage of the Wools have been cleaned by machinery, to the extent of losing 30 to 45 per cent. of dirt; so that,

whereas shipments made prior to 1901 contained 30 to 45 per cent. of dirt which no one wanted, the trade is now shipping a larger quantity of a better and more valuable product.

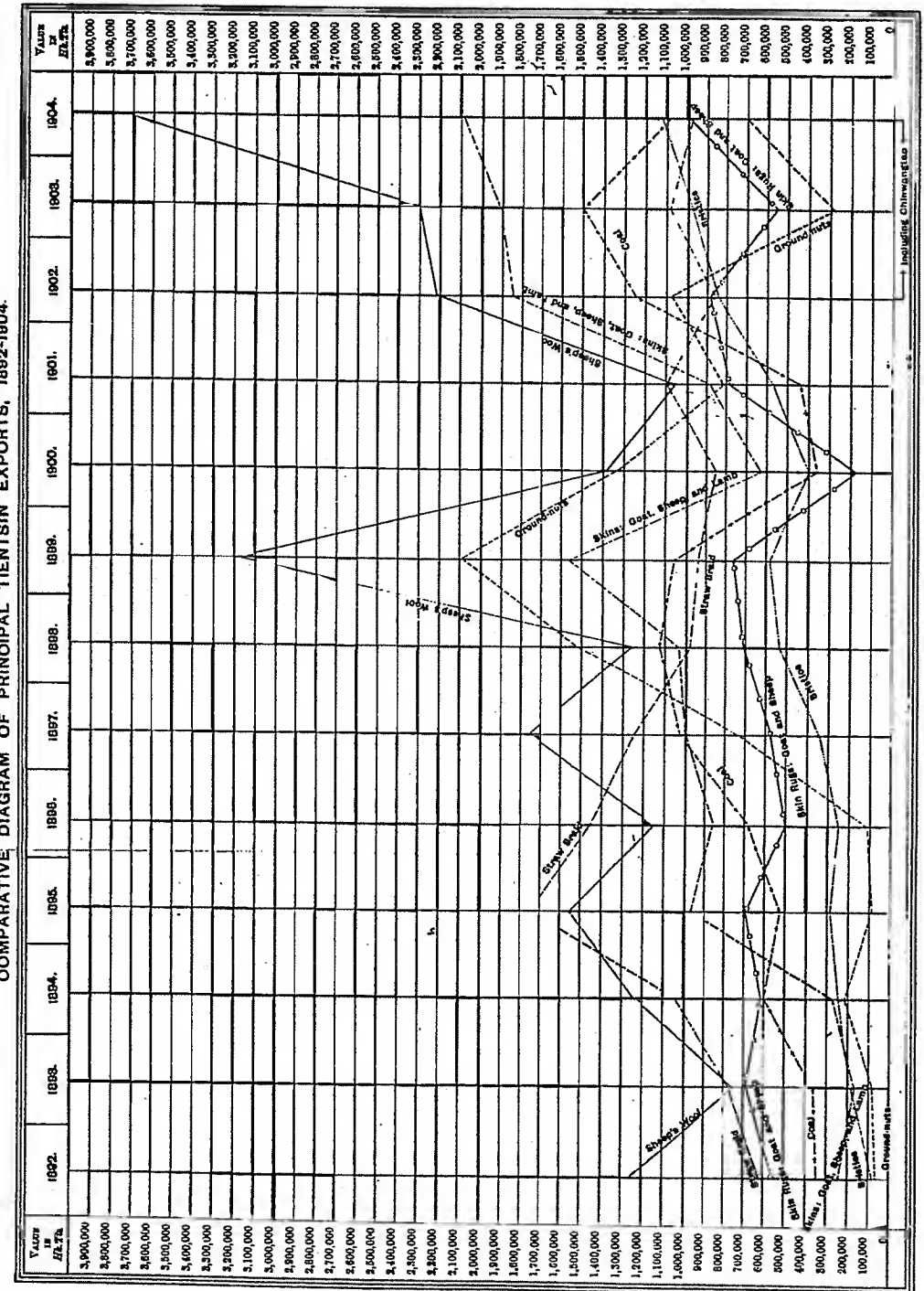
"As you will see, the average export for the first 10 years (1885-94) was 76,907 piculs, as against the last 10 years (1895-1904), 149,998 piculs, of a better cleaned and therefore more valuable Wool—and this despite the disturbing influences of the Boxer rising with its far-flung consequences. It is fair, therefore, to assume, in no uncertain manner, that the trade is capable of expansion. The demand has been created, and the supply will undoubtedly follow. To what extent this expansion can be developed I am unable to say, as it requires a more intimate knowledge of the sheep-rearing field than I have; but it is reasonable to expect that if the trade, handicapped as it has been by the cumbersome methods of transit, can develop so materially in 20 years, it will grow much more extensively and rapidly if, as seems possible, a quicker and cheaper means of transportation is found hereafter. Some four years ago a railway to Kalgan was discussed, but the Boxer rising—and, perhaps, Russian influence—put this in the background; but I have heard recently that the scheme is to be revived. If this is so, and the line is built, I can imagine no line more suitable to counteract the Siberian Railway (I am, of course, speaking only as regards the export of produce from this port) or likely to be more beneficial to the needs of Tientsin. Before the war we had many direct evidences that Russian merchants were attracting Wools to their railway, and it is evident that sooner or later trade will follow the line of least resistance and take the cheaper route; so that unless there is an extension to Kalgan or Kwei-hua-ch'eng, I fear the present successful and, as yet, increasing trade will feel the drain."

On the other hand, what was one of the leading articles in the earlier years, Straw Braid, has slipped back to disgracefully near the tag-end. Again quoting from Mr. DICKINSON's note:—

"The most unhealthy feature of the Export trade is the wilful and steady-growing practice of adulterating and tampering with produce. As soon as a demand has been created in the Foreign markets, the Chinese commence to deteriorate the value by tampering with the goods. I understand this is so all over China—as in Tea, Silk, etc. Locally, in Bristles, short lengths and soft hair are introduced; in Feathers, dirt (to increase the weight); in all grades of Horse Hair, false packing and watering. All Skins are shorter measure and patched badly with inferior pieces to the bulk. In Lamb Skins, chopsticks, water, and flour are the originators of many curls which are supposed to be genuine. In fancy Furs, such as Sables, Ermine, etc., prices have risen enormously, and it is impossible for a novice to buy without being taken in by the thousand-and-one specious forms of faking these articles. Untanned Skins are badly dressed, and many Skins are by bad knifework rendered valueless. In Camels, Goats, and Sheep's Wool the chief feature of dishonesty is adulteration by sand and dirt of all descriptions."

"Straw Plait was once a good-paying article of export, but by steadily repeated losses most of the firms have been driven to drop out of the business. Only a few, who give long credit and do a retail business in the Foreign markets, still hold on; but it seems a precarious trade. It is not too much to say that the Chinese, by deliberate bad workmanship and bad quality of straw, have spoilt what might have been—and would be even yet, if the defects were

COMPARATIVE DIAGRAM OF PRINCIPAL TIENTSIN EXPORTS, 1892-1904.



remedied—a steadily increasing and profitable line. It is only too common to see, in one bundle of Plait, $4\frac{1}{2}$ and 6 mm., and in another 7 to 8 and 9 to 10 mm., side by side; this, coupled with red and green straws that no amount of bleaching can make white, tells the story. I regard the Straw Plait export in Tientsin as practically moribund, and in this connexion draw your attention to the last Kiaochow Trade Report, which clearly demonstrates that the trade is going south by railway."

No one who has studied the condition of China's Tea trade during the last 15 years can fail to realise the menace which such treatment of produce is to future sales. Yet we may, perhaps, take questionable consolation in the thought that most of the staples of our northern trade are not so susceptible to permanent damage by this short-sighted policy of the producers as are the delicate Teas of the Yangtze Valley.

In connexion with the cleaning of Wool and the general treatment of Export cargoes preparatory to shipment, an interesting feature of the trade of the port, especially to a layman, is the hydraulic press packing of the various products that will permit of it, in order to effect an economy in space, and consequently in freight and handling charges. The first plant to do public packing was erected about 15 or 16 years ago, and now there are four firms here that make a business of it. This method of treating outgoing cargo was naturally evolved to meet the high freight rates over long runs, and has accomplished an economy which alone makes it possible, in certain commodities, to withstand the growing competition of other sources of supply.

The principal products subjected to this process are Sheep's, Goats, and Camels Wool, Cotton, Jute, Untanned Goat and Sheep Skins, Goat-skin Rugs, and Cow Hides. The packing is performed by heavy hydraulic presses, to which power is supplied by multiplex pumps directly connected to steam-engines. The most powerful of the presses are devoted to loose cargo, such as Wool, Jute, and Cotton, and can develop a total compressive force between the heads approximating 1,000 long tons. Thus, the lower ram in this type exerts power enough to lift bodily a steamer of the class devoted to the Tientsin-Shanghai trade; it compresses Wool to the density of water. The Skin and Skin Rug presses are less powerful only because this class of cargo may not be subjected to the same treatment, without danger of ruination. The variation of maximum and minimum densities is due to a number of co-existent causes, such as the presence of dirt and grease in Wools, which conduce to greater density, and of moisture, which increases the density to a remarkable degree. On the other hand, the resilience of dry and clean Wools is such as to cause enormous stresses on the haling hoop, which, although of the very best ductile steel, has been observed under such stress to elongate as much as 10 per cent.

To show succinctly the actual results accomplished, one need but state that the Wool arrives at the cleaning loft in Native bags with a capacity of 20 cubic feet and a weight of about 1 picul, or 133½ lb., and leaves the presses in bales measuring 10 cubic feet and weighing 650 lb., or, in other words, is reduced by the process to one-tenth of its original bulk. This ratio of compression, 10 units into 1, may be taken as about the average; and when it is remembered that freight charges are largely made on the basis of displacement, and that very often handling fees are assessed per bale, it will at once be seen what an important part this press

packing has come to play in the Export business. The principal cargoes, after having been subjected to the pressure, give the following results:—

CARGO.	MEASUREMENT.		MAXIMUM PACKING PRESSURE IN POUNDS PER SQUARE INCH.
	Piculs per Ton.	Pounds per Cubic Foot.	
Sheep's Wool.....	15 to 21.5	50 to 71.5	4,500
Camels "	12.5 " 15.5	40 " 51.5	4,500
Cotton.....	14.5 " 16.5	48.2 " 55	4,500
Jute.....	15.5 " 16.5	51.5 " 55	4,500
Untanned Goat Skins	8.7 " 10.9	29 " 36.3	5,000
" Sheep "	8 " 10	26.6 " 33.3	5,000
Goat-skin Rugs.....	10.5 " 12.6	35 " 41.6	5,000
Cow Hides.....	8 " 18	26.6 " 60	...

The cost of packing, together with that of the cleaning to which the cargo is subjected before being put in the presses, amounts, on the average, to about 6 per cent. of the value.

In amplification of the reference to the proposed railway from Mongolia to Kalgan and Peking, it may be well to add a note as to the principal sources of supply of the greater portion of these staples. Sheep's Wool comes principally from Mongolia. Most of the Straw Braid of the first quality arrives from Hsing-chi (興濟), in Chihli; the second grade, from Honan; and the third—mostly Mottled,—from Nan-lo-hsien (南樂縣), also in Chihli. Tibet furnishes the best Lamh Skins, the Kalgan region the second and third grades (known as Fine and Rough Kalgan), and Mongolia the fourth. The choice Goat Skins come from Chiao-ch'êng-hsien (交城縣), in Shansi, while the second class articles originate in Shun-tê-fu and Pao-ting-fu. The same is true in general of Sheep Skins. The field for Bristles embraces Manchuria, Shantung, and Chihli. Ground-nuts are produced in almost all parts of this province.

Coal in this province, as is generally known, comes chiefly from the region around Tongshan, although there are several old Native mines in the hills west of Peking which have long supplied the Capital and the surrounding regions with the black fuel; and it is to develop these workings on a grander scale, as well as to tap the rich mineral deposits geologists have found in Shansi, that capitalists have striven for the rights in that section of China to replace the stately camel with the hurrying steam-car. The annual Trade Reports, since Mr. AGLEN's historical sketch of the Chinese Engineering and Mining Company in the 1896 volume, have followed closely the development of the Kaiping region. Started as a private joint-stock enterprise in 1878, by influential Chinese, this company began turning out Coal from its Kaiping mines in 1881, and opened the Linsi colliery in 1889. Gradually, by repeated improvements and enlargements, the output was increased until, in 1897, it amounted to 538,520 tons, the following year to 731,792 tons, and in 1899 to still more. Then, in 1900, came the losses incurred by the company in the injury worked upon the plant by the Boxers and in the general

damage done to the shafts and parallels by the water being allowed to stand in them for months. After the troubles, "in the interests of its shareholders" the company was registered under British law, and on the 15th February 1901 initiated that experiment in the amalgamation of Chinese and Foreign capital, for the purpose of prosecuting mining according to Western methods under the most favourable circumstances procurable, which the 1902 Report says "has, so far, not turned out, from the Chinese point of view, a transaction of a satisfactory nature." The company has, however, accomplished much, since the amalgamation, in the way of converting Chinwangtao into a snitable port for the shipment of its surplus product, and in doing so has really been the creator of this latest addition to the open ports of China.

In an examination of the division of the port's shipping among the various flags, the tabulated results given below bring out the facts that British shipping has failed to keep pace with the general increase, that the Chinese share has proportionately fallen far below what it was 10 years ago, and that the neutralising gains were made by the German and Japanese flags. Yet caution must be exercised in reading these figures, for many facts not apparent on the face of the table vitiate to a degree its inferences. For instance, owing to the large gain of 62 per cent. in the total amount of the port's shipping, the British flag returns an absolute increase larger than any of the others; the Chinese, an actual decrease of about 9,000 tons; while the German tonnage is now three times, and the Japanese nearly ten times, its former amount. Yet again, the Chinese showing of 1899 was nearly 65 per cent. above the 1892 figures, and would have ranked well with the other gains had it not been for the fact that the steamers of the Chinese Engineering and Mining Company, which had previously flown the Chinese flag, went under other colours. The phenomenal advance in the Japanese share began in 1896, and continued gradually until, in 1901, it doubled its showing of the previous year, and added considerably to this in 1902; the ships that contributed to this growth are those of the Osaka Shosen Kaisha, which began coming here in 1898, and those of the Nippon Yusen Kaisha, which has met the increasing demand by adding to its fleet until now it maintains a weekly service to the ports of North China.

It may be of interest, too, to know that the average size of the steamers calling at the port has increased within the period from 812 to 991 tons, and that of sailing vessels from 470 to 518 tons—but of these former monarchs of the sea we could boast of only 4 in 1901, against the 50 that came in 1892.

The relative proportions of the various flags in the port's shipping may be shown thus:—

	1892.	1902.
British	48 per cent.	45 per cent.
German	2.8 "	6 "
Japanese	3.4 "	18 "
Chinese	44 "	27 "
Dutch, Swedish, Norwegian, Russian, and American . .	With one exception, below 1 per cent.	

All these readings must, however, obviously be taken in the light of the fact that the shipping cannot give an accurate clue to the share each nation holds in the port's trade, since we, as yet, have no way of telling either what proportion of the cargo belongs to the nationals of the ship's flag or which steamers run with the higher general average of "space filled."

Facile princeps in any study of the changes that have come about during the decade in the channels through which the port's trade has flowed is the question of the effect of the railroads upon the old trade routes, and of their consequent direct bearing upon the volume of the trade of the port. As it will, however, be more convenient to include this subject in the remarks under the heading of "Railways" in section (u.), it remains here but to mention the opening of the new port of Chinwangtao as the other change of the decade fraught with the greatest possibilities of influencing the trade of Tientsin. Inasmuch as its inauguration came only on the 15th December 1901, sufficient time has not yet elapsed to permit forming a trustworthy judgment, such as the writer of the next Decennial Report should be able to give. The annual Reports of both 1901 and 1904 describe so fully the work of making Chinwangtao commercially practicable, and the subsequent development, that no enlargement of either subject will be attempted here.

With the augmented volume of Imports and Exports passing through Tientsin, there must have been a corresponding development of the Transit trade of the port, although we are unable to trace its course with any accuracy, because previous to 1898 the issuing of the Transit Passes was entirely in the hands of the Chinese officials, and consequently there are no Customs records for the earlier years. In that year, however, arrangements were made to have this office issue, free of charge, under the special rules which grant it immunity from inland taxation, Passes to cover the Cotton Yarn produced by the steam factories at Shanghai. This continued to be the only commodity under the cognizance of the Maritime Customs until the reconstruction of 1901 worked an entire change in the system. At first the general chaotic condition of trade found expression here in the temporary existence of three different methods of issuing these Passes: the Tientsin Provisional Government protected goods to the border of the territory under its jurisdiction, but its Passes did not afford sufficient immunity further inland; this was also true of the Passes issued by the various Consulates at Tientsin without the endorsement of the Chinese authorities; and at the same time the Maritime Customs had begun issuing the Passes already familiar at the other ports. Gradually the Consular franchises fell into desuetude, so that, with the passing of the Tientsin Provisional Government, the regular Customs system became fairly established in 1902. At present the Returns afford no data to make a comparison more extensive than that embodied in the 1904 annual Report; but when the next Decennial Report is written they will furnish information which, when compiled, should throw much light on the burning question of the mooted shifting in the channels of trade, that is, whether Tientsin has held her own among the ports catering to the provinces of Chihli, Shantung, Honan, Shansi, and Shensi. The Returns thus far, however, do make plain the appreciation of the *San-lien-tan*, or Outward Passes, inasmuch as they show that nearly the whole volume of Exports that go out of Tientsin is brought down from the interior in this way.

(c.) The appended table of Duties exhibits the course of the port's Revenue during the decade and the three succeeding years:—

YEAR.	IMPORT (exclusive of Opium).	EXPORT (exclusive of Opium).	COAST TRADE (exclusive of Opium).	OPIMUM (Import, Export, and Coast Trade).	TONNAGE.	TRANSIT.	OPIMUM LIQUR.	TOTAL.
	Hk. Ta.	Hk. Ta.	Hk. Ta.	Hk. Ta.	Hk. Ta.	Hk. Ta.	Hk. Ta.	Hk. Ta.
1892.....	92,619	263,381	137,418	49,654	17,075	...	132,410	692,557
1893.....	95,295	257,396	142,927	48,778	9,462	...	130,075	683,933
1894.....	116,997	297,622	159,061	44,047	14,108	...	117,216	749,051
1895.....	105,701	353,591	146,407	38,805	14,569	...	103,479	764,552
1896.....	184,723	332,302	175,038	34,892	21,042	...	93,045	841,042
1897.....	247,286	427,498	167,221	27,901	28,729	...	74,402	973,037
1898.....	237,929	471,841	178,919	27,647	26,352	...	73,725	1,016,413
1899.....	353,725	554,283	184,142	40,778	28,135	...	108,741	1,269,804
1900.....	128,354	270,982	56,689	14,534	7,389	...	38,759	516,707
1901.....	223,314	313,617	102,499	11,427	20,979	62,206	30,472	764,514
1902.....	799,788	545,956	180,506	13,014	28,729	691,665	34,704	2,294,362
1903.....	580,587	400,361	124,000	10,378	35,266	790,069	27,368	2,028,029
1904.....	569,113	478,737	129,524	7,449	35,041	769,470	19,864	2,009,198

It will be taken for granted that 1899 leads the other years of the decade in Revenue, just as it did in the total value of the port's trade. But this analogy must not be carried too far; for in 1893, when the total net value of the trade returned an increase of 9.2 per cent. over 1892, the Revenue showed a decrease of 1.2 per cent. Likewise in many of the other years there was a decided inequality between the rate of increase or decrease of the trade and the Revenue, explicable, in the main, by the fluctuations in the Dues on Opium and by the appearance and increase of the Transit Dues. Attention may be called to the first entry of these Transit Dues in 1901—the reason for which was given in section (b.)—and to the fact that in 1903 and 1904 they have yielded more than any other one item; to the abnormal drop in the revenue from Opium since the early years of the decade; and to the marked increase of the Import Duties since 1901. Opium has yielded less simply because the amount imported has fallen off proportionately.

The increase in the Import Duties during the last three years may safely be imputed, in its entirety, to the enhanced Tariff of 1901, for the varying element of the amount of Foreign goods arriving under Exemption Certificate from Shanghai does not show sufficient fluctuations to warrant being given consideration. This conclusion is substantiated by the following computation: taking the net total Foreign Imports less the value of the Foreign Opium imported, for the several years, it is found that the Import Duty (exclusive of Opium Dues) during the decade previous to 1902 averaged, roughly, $\frac{1}{10}$ of 1 per cent. of these Imports, while for 1902, 1903, and 1904, when the new schedule was in operation, it has stood at 1.5, 1.5, and 1.6 per cent. respectively, or just twice what it was during the previous years. Although no data has been compiled to give the definite information, it may be hazarded that there has been no great change in the method of bringing Foreign goods up from Shanghai, and that the amount of such goods paying Duty here represents only about one-third of the whole—1.5 per cent. being approximately one-third of 5 per cent. Thus it may be seen at a glance that,

to give Revenue returns consonant with the trade of the port, a sum equal to twice the amount of the present Import Duties (exclusive of Opium Dues) should be subtracted from the Shanghai tables and added to those of Tientsin, which would bring the totals for the last three years up to the handsome sums of *Hk.Tls* 3,893,937, *Hk.Tls* 3,189,202, and *Hk.Tls* 3,147,424.

(d.) The prophecy thrown out in several of the Decennial and annual Reports, that the oft-noted downward tendency in the trade in Foreign Opium foretells its ultimate doom, finds partial confirmation in the records of this port for the past 15 years. Between 1892 and 1898 the importations fell away one-half, and since then, with the exception of 1899, they have dwindled until now they are but a little more than one-tenth of their former amount. This exception of 1899 is readily explained by the shortage of the Native crop of Shensi and Honan, which was caused by an early drought and by subsequent damaging rains. As a result, the Indian product reaped the immediate benefit of a sharp rise in price in 1898, and followed this with increased importations at the enhanced value in 1899.

Local dealers unhesitatingly assign as the reasons for this displacement of the Foreign drug the increase in the price of the Indian Opium, and its inability to compete with the Native product under the disparity thus created. One writer commenting on the subject makes the assertion that the Indian Opium is, moreover, used almost exclusively by the men from the southern provinces, who have not returned in such large numbers since the great exodus of 1900; but investigation shows this not to be the case locally, as it has its due proportion of devotees among the indigenous smokers as well. The question resolves itself almost entirely into a matter of price, and on this phase of it the appended table throws some interesting light; as given, the values approximate closely those furnished by local dealers, less the amount—ranging, roughly, from *Tls* 120 to *Tls* 150 per picul—representing Duty, Likin and other assessments, and profits.

QUANTITY AND AVERAGE VALUE OF FOREIGN AND NATIVE OPIUM IMPORTED, 1892-1904.

YEAR.	MALWA.		PATNA.		BENARES.		PERSIAN.		BOILED.		NATIVE.	
	Quantity.	Average Value per Picul.	Quantity.	Average Value per Picul.	Quantity.	Average Value per Picul.	Quantity.	Average Value per Picul.	Quantity.	Average Value per Picul.	Quantity.	Average Value per Picul.
	Piculs.	<i>Hk.Tls</i>	Piculs.	<i>Hk.Tls</i>	Piculs.	<i>Hk.Tls</i>	Piculs.	<i>Hk.Tls</i>	Piculs.	<i>Hk.Tls</i>	Piculs.	<i>Hk.Tls</i>
1892.....	1,507	495	116	425	...	...	4	410	14	1,150	...	...
1893.....	1,483	480	122	415	...	...	...	...	10	1,150	...	...
1894.....	1,362	497	94	435	...	...	...	...	5	1,226	3	445
1895.....	1,166	543	103	485	...	...	...	...	12	1,350	...	...
1896.....	1,032	559	112	507	4	450	...	...	8	1,399	...	...
1897.....	801	585	106	545	...	...	...	...	12	1,364	...	...
1898.....	777	723	122	640	...	...	4	730	9	1,585	...	...
1899.....	1,197	750	124	657	...	...	6	742	18	1,550	79	483
1900.....	386	625	64	525	...	...	...	...	2	1,400	32	402
1901.....	390	759	52	664	1	700	...	...	...	...	921	430
1902.....	349	775	97	673	...	...	...	...	...	...	5	542
1903.....	226	775	79	650	...	...	...	...	3	1,400	7	460
1904.....	174	885	73	649	...	...	...	...	1	1,400	14	467

In addition to the *Tls* 110 per picul Duty and Likin, Foreign Opium now pays 9 mace per picul River Dues and 6 mace Wharfage Dues. Before the 1900 troubles it was also subject to an irregular levy of *Tls* 8 additional per picul. This was imposed upon the Opium merchants by an office instituted under the name of the Yang-yao Shan-hou Chi-ssü Chü (洋藥善後緝私局), in charge of a director and four deputies. The money so raised was distributed among certain charitable institutions, such as the Knang Jên Tang (廣仁堂), Yu Ying Tang (育嬰堂), Yu Li Tang (育黎堂), and others of similar character. But since 1900 the Opium merchants have refused official requests to make such contributions, on the ground that the trade is no longer lucrative enough to justify them. This statement seems reasonable, in the light of the fact that the decline has reduced the number of large wholesale houses from five to two, and has also been marked by the disappearance of the Opium *kung-so*, or guild, which regulated the ante-Boxer trade, but which it has not since then been considered necessary to revive.

In reference to Native Opium, the dealers consulted have been very reticent. We know, however, that most of that used here comes from Shantung, Honan, Shensi, Kansuh, and the Yung-p'ing prefecture (永平府), in Chihli. These different kinds are known by their provincial names, save that produced in the Yung-p'ing-fu region, which takes its name from Tao-ti (稻地), the centre of the poppy cultivation in this province. Other places have some few small patches devoted to producing Opium, but none has attained prominence. Usually, too, the Kansuh Opium is distinguished as Kan-chou (甘州) and Liang-chou (涼州), according to the place of production. When a firm in Kansuh has a sufficiently large shipment ready, it sends out an advance agent to barter with the various barriers *en route* as to the per-centage discount which they will give from the regular tax; in this way the route of the consignment is determined, as between two or more optional barriers. Most of the Kansuh product comes to this market by the route running across the corner of Mongolia to Kuei-hua-ch'êng (歸化城) and Kalgan, and since the farming out of the provincial inland taxes on Native Opium in 1902, it has been arriving in increasing quantities, to the exclusion of the Shantung and Honan crops. This is accounted for by the drastic form which the vigilance of the Likin collectors at the southern border of the province has assumed, in confiscating all shipments that have less than three *yin-hua* (印花), or labels, on them; whereas, if they would permit the paying of the other Likin dues to bring the labels up to the required number, instead of confiscating, the southern producers (so my informant says) would still willingly avail themselves of the Chihli market.

The smallness of the amount of Native Opium shown in the above table is due to the fact that the Maritime Customs pass but a fractional per-centage of that which is locally consumed, since it comes largely along the inland routes; and, moreover, smuggling—made profitable by the heavy taxation—is so rife that even an estimate cannot be safely made without more assistance than the dealers seem willing to render. This difficulty of learning the amounts in transit may have been an influencing factor in bringing the provincial authorities to form their decision to farm out the collection of the inland taxes.

A regrettable feature of the hold the Opium habit is gaining on the people is the appearance of Morphia in the list of Foreign Imports within the last three years: in 1902

Hk.Ta 5,881 worth was reported, *Hk.Ta* 47,594 the year following, and *Hk.Ta* 14,070 in 1904. If this comes to take the place of the Foreign drug, little gain will have been made.

(c.) Inasmuch as the Tientsin rates of sterling exchange are directly based on those of Shanghai, the annual average values of the Haikwan tael in silver may be taken as practically the same as the Shanghai values given in the present Decennial Reports.*

In most quotations of the exchange value of the Haikwan tael in Tientsin cash, the equivalent is quoted as so many "small" cash, two of which make one of the "large" or ordinary cash in daily use; so that many persons, reading the esoteric printed statement, believe the Haikwan tael exchanges for the actual number of cash stated. To avoid this misapprehension, the following quotations read for "large" or real cash, and are consequently just one-half the usual figures:—

1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
1,632	1,578	1,528	1,459	1,365	1,313	1,256	1,200	1,250	1,400

In view of the fact that the market was flooded with light pieces in 1900 and 1901, it is almost impossible to say what the exact value of the Haikwan tael was in good cash during those years. Though controverted by some, the explanation that this enhancement of the value of cash has been almost entirely due to the rise in the value of copper—thus making it profitable to melt down the coins and sell the metal—has by far the greater weight of opinion behind it. Stimulated by this abnormal rise within the decade, the Tientsin Chamber of Commerce, in April 1899, petitioned the Viceroy to adopt certain remedial measures to check the growing disparity between the silver and copper coins; but accomplished nothing more tangible through their effort than having the exportation of the coins forbidden. As was mentioned above, after the 1900 troubles the authorities had their dilemma solved in a most perplexing manner, when shrewd, self-appointed minters, seeing the demand for the old coin, began turning out bushels of inferior ones—that were received at the rate of about 2,000 for a dollar—with such readiness that these mintmen did a thriving business for over two years. The ever-present trait in the human character of being attracted by the number of coins in possession, and the economic fact that a smaller coin tends to cheapen the price of trivial commodities, combined to give these cash a circulation in no way justified by their source or intrinsic value. Of such cash as are still current, a *tiao* counts 500; while a half string, in the current speech of the day *wu pai* (五百), in this land of fictions is really but 250.

It may be of use also to have a comparative tabulation, in terms of the Haikwan tael, of the values of the other taels locally current. In the business market there are five of these, known as the *Hang-p'ing* (行平), the *Hsin* (or new) *hang-p'ing* (新行平), the *Ch'ien-p'ing* (錢平), the *Kung-fa-p'ing* (公法平), and the *I-fa-p'ing* (議法平). The *Hang-p'ing* is used by the Foreign hong; the new *Hang-p'ing* has not yet come into very

* Vol. I, p. 486.

general use; the *Ch'ien-p'ing* is the standard of the cash shops; the *Kung-fa-p'ing* serves the merchants dealing in piece goods and sundries; and the *I-fa-p'ing*, the grain dealers. Then, in addition to these, each official *yamèn* has its own standard—the *Hsien-ku-p'ing* (縣庫平), of the District Magistrate, being the least valuable of all; slightly above it are the *Tao* (道) *ku-p'ing*, used by the territorial Taotai; the *Kuan-tao* (關道) *ku-p'ing*, used by the Customs Taotai; the *Yen* (鹽) *ku-p'ing*, of the salt *yamèn*; the *Fan* (藩) *ku-p'ing*, of the Provincial Treasurer; and the *Pu* (部) *ku-p'ing*, of the treasury of the Board of Revenue. Moreover, these taels are purely local, and must not be taken to have the same value as those of similar name in Peking and other cities of the province. Their relationship to the Haikwan tael, as given in a locally-current mercantile reference handbook, is as follows:—

100 Haikwan taels =	<i>Hang-p'ing</i>	taels . . .	105.00.0
	<i>Hsin-hang-p'ing</i>	" . . .	104.9.7.2
	<i>Ch'ien-p'ing</i>	" . . .	105.8.7.6
	<i>Kung-fa-p'ing</i>	" . . .	105.5.6.0
	<i>I-fa-p'ing</i>	" . . .	105.7.7.1
	<i>Hsien-ku-p'ing</i>	" . . .	102.7.8.2
	<i>Tao-ku-p'ing</i>	" . . .	102.0.9.0
	<i>Kuan-tao-ku-p'ing</i>	" . . .	101.5.3.9
	<i>Pu-ku-p'ing</i>	" . . .	101.6.9.5

In actual transactions, sycee and cash and cash shop or bank notes were used interchangeably before 1900, but recently the historic cash has practically disappeared, being replaced in small exchanges by the new 10 and 20 cash pieces which have been so freely struck, and in the larger payments by sycee; and these cash shop or bank notes have also gone, as a result of the crisis of 1902 and 1903, and have left almost nothing but hard money for use in the open market. The assaying of the current silver, which was done from 1897 to 1900 by the public Assay Office, is now entirely under the supervision of the Viceroy's bank. This institution also fixes arbitrarily the daily rates between silver and cash, which before 1900 were determined, in the usual way, by the daily meeting of the bankers and cash shop men in the silver market.

One enters with trepidation upon the task of spelling out the mysteries of that "financial crisis" in the Native money market which worked such damage upon the trade of 1902 and 1903; but after going through the available written accounts, and consulting Native authorities on local financial matters, the writer has the temerity to offer the following *résumé*. Native bankers estimate that before 1900 the local market was capitalised—if the term may be so used—at about 60 million taels; or, in other words, this amount was available, in cash or credit, for moving the wheels of commerce. Its reputed distribution was 20 millions in the Shansi banks, 10 millions in the Foreign banks and in the Government moneys kept in circulation by the officials between the times of collection and payment into the treasury, 10 millions representing the available working funds of rich merchants and people of the higher class, and another 10 millions (conservatively estimated) in bank notes; the remaining 10 millions represented the amount to which local merchants could obtain goods on credit in Shanghai. With the upheaval of 1900 came a contraction of this capitalisation of the market whose ultimate results did much

to bring on the crisis. The developments came about somewhat in this order. As soon as business began to revive after the prostration of 1900, it was found that the scarcity of silver produced by the wholesale looting during the military operations afforded an opportunity to the various Native banks, of good and questionable standing alike, to issue a flood of bank notes—or, more correctly speaking, Native bank orders—that were willingly accepted to finance the necessary cash transactions of the reviving market; and this very revival of trade, approaching, for the time being, an inflated boom, only lent itself to increase the speculative element of the operations. Meanwhile the Shansi bankers had returned, and taken advantage of the increased business to collect the debts outstanding when the siege began—estimated, according to Mr. JAMIESON, of the British Legation, at from 11 to 20 million taels,—at the same time refusing to grant further credit; in other words, they simply withdrew from an already depleted market that portion of its capitalisation represented by their large holdings. This had its damaging effect upon the stability of the note-issuing Native banks, which may be best described by a quotation from Mr. JAMIESON'S "Notes on the Foreign Trade of Tientsin for the Years 1900-1903" that runs as follows:—"Formerly purchases were paid for by what were known as 'Native bank orders,' which, when issued by banks of good standing, passed current at par and were received by the Foreign banks as the equivalent of cash. They were of two kinds: one issued against an actual deposit of sycee, payable in full on presentation; and the other a simple transfer order, not payable in cash on presentation, but merely entitling the holder to a credit in the bank's books for the amount specified. These notes had a recognised utility in passing from hand to hand in payment of debt; and so long as it was known that the Shansi banks stood behind the banks of issue—constituting, in fact, the ultimate gold reserve (to borrow an illustration from Lombard Street),—trade, while not being on a theoretically sound basis, went on satisfactorily. After the Boxer troubles, however, when the banks of standing were practically ruined, and their backers without credit, a paper currency of this kind could not be tolerated, more especially as a crop of mushroom banks sprang up who flooded the market with their notes—not worth the paper on which they were written. The Foreign banks accordingly refused to accept these notes, except for collection; and then a period of wildest confusion and dishonest speculation set in, leading, as was to be expected, to complete demoralisation of the market. This state of things, synchronising with a heavy fall in sterling exchange, is sufficient to explain the paralysis of the import trade." The discount on these questionable notes, though usually averaging 20 per cent., mounted at times to 35 per cent. And it must be kept in mind that the contraction of credit meant more than just the withdrawal of the Shansi bankers; for this may be taken to have been but the powerful precursor of the movement which ultimately took from the market practically all its capitalisation, save the discountenanced Native bank orders. Owing to the failure of certain firms to meet their obligations in Shanghai, the very appreciable element of credit in that quarter was almost wholly eliminated.

In the first attempt to remedy the situation, the Tientsin Provisional Government forbade the issue of more of the complicating paper by "banks and cash shops having less than a certain guaranteed cash reserve." Then, with their reassumption of power, the Native authorities sought to remove the unstable element by issuing a proclamation commanding the redemption of these orders at a fixed discount, for a certain period, that would enable the then holders

to realise without too great loss, and decreeing that thereafter only hard cash should be used. No two results were possible. The veil was thus ruthlessly snatched from the money-making plants; and innocent holders of the notes, when they sought their hulsion, found the banks closed or empty. Then the actual crash came, and carried into its ruins many financial and commercial houses on an otherwise perfectly sound basis. A further proclamation forbidding the exportation of silver had no appreciable effect. The business community was now jammed in the pit over which they had been previously moving, without thought of fear, on the damning bridge of insufficiently guaranteed paper. With them in their ruin were the many poorer people who held the worthless notes as the embodiment of days and months of labour thrown away. At first the great suffering among these poor, and the apparent inability of the merchants to contract for merchandise in the market, foreboded ill; but gradually the sound doctrine of cash payments, even if it did curtail the amount of business, put operations on a solid foundation and induced a healthy recovery. That trade has been resuscitated to the extent shown by the latest Returns, and that the Shansi bankers are again in the market—more cautious, perhaps, than previously,—argue well for the inherent commercial vitality of the port and for a new basis of more conservative business transactions.

But there is another element in the financial situation here which does not afford opportunity for so much congratulation—that is, the state of the coinage. As attention has of late often been drawn to the "breakers ahead," if the minting of the much-alloyed 10 and 20 cash pieces be indiscriminately continued, it will suffice here to add just a note on the minting operations of this province during the last few years.

The first modern Mint to be established here was that erected at the Pei-yang or East Arsenal in 1896. During that year it stamped only \$7,600 worth of dollars, half-dollars, 20-cent, 10-cent, and 5-cent pieces, although under full time in the three following years it minted, respectively, \$1,176,556, \$3,030,950, and \$1,645,789 worth of these silver coins—the dollars, however, formed the bulk of the output. Some of the earliest of these coins came upon the market so much lighter than the regular coins then in circulation that they were discredited by two of the Foreign banks. This immediately led to the recall of the light issue and its replacement by a new set minted to the proper standard of weight and touch. In 1898 and 1899 the Mint also produced some 580 million cash each year, representing, roughly, an annual value of T\$ 225,000. When the bombardment and capture of the Arsenal took place, in June of 1900, further minting operations were temporarily checked.

Their continuation came with the opening of the Viceroy's new Mint, which was heralded in the 1902 annual Report in these words:—"The silver tael, which has so long been only an imaginary coin, is to take real shape and to become the standard unit. A Mint has been built near the viceregal yamên. . . . If the new tael becomes the accepted standard only in Chihli province, an immense benefit will already have been bestowed on trade. It remains to be seen whether the authorities in Peking and in the neighbouring provinces will follow the lead of the ruler of the metropolitan province." This Mint was opened in December 1902, and soon sample tael coins were struck. But, regrettable as it is, the die has never since been used, and all the energies of the Mint have been directed to the coinage of copper cash

pieces and a few silver dollars. Peculiarly enough, this episode had its prototype in a similar attempt to initiate a uniform coin for China as far back as the early "seventies"; about 1872 arrangements were consummated with the Japanese Mint at Osaka to supply a tael coin for general circulation in China—six sample coins were made and the movement stopped there. The output of the new Mint has been as follows:—

	1903.	1904.
20-cash pieces	1,288,725	3,997,710
10-cash "	51,109,757	81,946,060
5-cash "	2,594,020	1,077,120
Silver dollars . . . . .	...	1,405,017

The copper used in the cash pieces in 1903 and 1904 came mostly from Japan, while this year's supply has been drawn chiefly from America. The dollars coined in 1904 were made on private contract for some bankers who furnished the sycee and simply paid mintage for their coining.

Just now another establishment, known as the Peking Mint, is preparing to enter the field within the coming month. By some it is held to be regrettable that the Viceroy was not permitted to go on and make his Mint the nucleus of a general system throughout the Empire, as is believed he had planned to do, instead of being competed against, as it were, by the new establishment of the Hu Pu (戶部), or Board of Revenue, right here in his own city. But the trouble lies deeper far than that; for until this provincial power of coinage be superseded by a unified, exclusive control vested in the Central Authorities, and exercised with a view solely to the needs of the people, China cannot well hope to have the chaos of her coinage resolved. And even whether she can avoid a crisis in the near future, when the people find themselves in possession of a surfeit of cash pieces whose value has suddenly been depressed by some commercial shock to near that of their intrinsic worth, is a lamentably pertinent question.

In answer to the question whether the Haikwan tael will locally buy as much Native produce as formerly, we need only cite the frequent complaints made by the Chinese of the increased cost of living here. Tientsin is considered by them the most expensive of all the Treaty ports. A glance at the comparative prices in the following list of domestic necessities will show how greatly the household expenses have increased:—

	PRICE 10 YEARS AGO.	PRESENT PRICE.
Rice, per bag	\$4	\$8
Flour, per catty	24 cash.	50 cash.
Pork, "	100 "	200 "
Sesamum seed oil, per catty	90 "	200 "
Charcoal, per catty	20 "	40 "
Firewood, per bundle	125 "	250 "
Coal, per ton	\$6	\$10

The price of the various vegetables has about trebled; and houses that, rented for 10,000 cash a room annually now bring 25,000 cash a room. Although a gradual rise showed itself in

the general cost of living before 1900, just as was the case in almost all the other Treaty ports, it was the influx of the large number of Foreign troops that came with the Boxer troubles, and the subsequent establishment of garrisons here and in the near-by places, that shot the prices up to their present undreamt-of level.

(f) The road leading to an accurate knowledge of the various elements that go to make up the balance of trade, or the balance sheet, of a Chinese port runs over a quicksand of hypotheses, through which only the giant caissons of long and careful observation and compilation can hope to secure firm foundations on the bed-rock of facts. Appreciating this difficulty, we append here the following tables for what they are worth—that is, to show the relationship between the commodities and reported Treasure flowing in and out of the port under the cognizance of the Maritime Customs; the trade of a single year is analysed in detail to show how the results in the larger table were arrived at:—

1892.			
Net Foreign Imports, market value	Hk. Tls. 17,862,805	Original Exports, market value	Hk. Tls. 6,414,414
" Native " "	11,049,635		
Net Imports	28,912,440		
Deduct Duties and Likin paid at Tientsin	412,100	Add Duty paid at Tientain	263,381
Net Imports, minus Duty	28,500,340	Exports, plus Duty	6,677,795
Deduct 7 per cent. for importers profit, etc.	1,995,024	Add 8 per cent. on market value for exporters profit, etc.	534,223
Imports, value at moment of landing	26,505,316	Exports, value at moment of shipment	7,212,018
Value of reported imports of Treasure	1,448,930	Value of reported exports of Treasure	5,216,375
TOTAL VALUE OF MERCHANDISE AND TREASURE IMPORTED	27,954,246	TOTAL VALUE OF MERCHANDISE AND TREASURE EXPORTED	12,428,393

Applying this process to the decade as a whole, we have the following results:—

YEAR.	IMPORTS.			EXPORTS.			EXCESS OF GOODS IMPORTED OVER GOODS EXPORTED.	EXCESS OF TOTAL IMPORTS OVER TOTAL EXPORTS.
	Goods.	Treasure.	TOTAL.	Goods.	Treasure.	TOTAL.		
1892.....	Hk. Tls. 26,505,316	Hk. Tls. 1,448,930	Hk. Tls. 27,954,246	Hk. Tls. 7,212,018	Hk. Tls. 5,216,375	Hk. Tls. 12,428,393	Hk. Tls. 19,293,298	Hk. Tls. 15,525,853
1893.....	29,938,677	3,364,828	33,303,505	6,715,810	4,304,987	11,020,797	23,222,867	22,282,708
1894.....	34,387,202	5,790,870	40,178,072	7,711,010	5,515,511	13,226,521	26,976,192	26,951,551
1895.....	37,778,916	9,667,495	47,446,411	10,245,228	5,787,853	16,033,081	27,533,688	31,413,330
1896.....	39,308,150	2,560,931	41,869,081	9,579,089	9,855,536	19,434,625	29,729,061	22,434,456
1897.....	40,494,213	2,139,624	42,633,837	12,307,545	8,573,302	20,880,847	28,186,668	21,752,990
1898.....	46,920,588	2,130,767	49,051,355	13,533,020	6,752,479	20,285,499	33,387,568	28,765,856
1899.....	56,931,224	2,222,351	59,153,575	17,511,155	10,467,217	27,978,372	39,420,069	31,175,203
1900.....	12,656,313	466,257	13,122,570	8,990,237	5,212,155	14,202,392	3,666,076	*
1901.....	36,167,333	5,178,842	41,346,175	11,279,950	7,519,149	18,799,099	24,887,383	22,547,076
TOTAL.....	361,087,932	34,970,895	396,058,827	105,085,062	69,204,564	174,289,626	256,002,870	221,769,201

* In this year the total Exports exceeded the total imports by Hk. Tls. 1,079,822.

The patent facts are these: there has been a constant excess of merchandise imported over that exported; this difference has relatively decreased during the decade, as is evidenced by the fact that, whereas the average annual Imports during the latter five years have exceeded the average for the first quinquennial period by only 15 per cent, the Exports return an increase of 56 per cent.; and the difference has also been cut down by the excess of the outward shipments of Treasure over the amounts brought in. Thus, the movement of Treasure has helped by 34 million taels to reduce the decade's visible liability. Speculation as to the elements which go to counterbalance the remaining 221 million taels leads one far afield. The factors mentioned by Mr. Morse, Statistical Secretary, in his recent pamphlet,* as operating on the Empire at large must be having their fractional effect here, especially such among them as the expenditures for the development of railways, for the Foreign Embassies, for the maintenance of Foreign garrisons, for missions, hospitals, and schools, and for the expenses of Foreign travellers. Besides these, there are local conditions bearing directly on the problem. It is known that large quantities of Pearls, gathered at Peking through some inland channels, are regularly carried out of Tientsin by steamer passengers without being declared. In the same way there is an appreciable exportation of Curios going on all the time. And freight with more possibilities than either of these is the contingency that Tientsin may be feeding, with her well-established Inward Transit system, a *hinterland* from parts of which Exports may be going out through other ports along the coast and the Yangtze, or may be being paid for by a movement of Treasure or drafts from Shansi and the remaining southern sections to the great financial clearing centre at Shanghai.

(g.)

(h.) During the 10 years many creditable buildings, for both residence and business, have been added to the heritage of the "eighties." In the German Concession, especially, a whole new section has been opened and noticeably superior residences erected thereon; a pleasingly Occidental appearance has been secured by surrounding all the houses with gardens and eliminating from the architecture the omnipresent brick walls that militate so seriously against the appearance of many of the residence avenues of the East. The French Concession is also contributing its quota; while its neighbour, the Japanese, has witnessed a wonderful metamorphosis from Chinese to Foreign since the tract was taken up in the summer of 1898.

Back of all this, the steady, solid growth in the British Municipality and the Extension tell clearly the story of what the business and residence needs of the port have come to be during these 10 years. Victoria Road has almost an entirely new line of large houses to show for its achievement of a decade. One element, however, in the rapid growth of the post-Boxer period furnishes some ground for apprehension. If the troops maintained here by the various Powers are withdrawn suddenly, as is rumoured they may be, many buildings that have gone up to accommodate the various staff head-quarters and officers will be thrown on the market, with the inevitable result of depressing rents accordingly; as these have, however, ruled exceedingly high during the few years just past, the change will be welcome to some at least.

One building, among the many added in the British Municipal Extension, that deserves special mention is the Queen Victoria Diamond Jubilee Memorial Hospital, which was provided

* "An Inquiry into the Commercial Liabilities and Assets of China in International Trade." Shanghai, 1904.

for by the subscriptions of British subjects in Peking, Tientsin, and vicinity. Its corner-stone was laid in June of 1897 and the structure completed during the following year. Since then it has served well its purpose of administering to the needs of the sick.

Before this the community had already offered its "ounce of prevention," in the consecration and preparation of a piece of land as a recreation ground. In a public meeting held in January 1895 a body of citizens appointed a deputation to place before the annual meeting of landrenters a request that steps be taken to secure a public playground. The landrenters, in approving the action, passed the subject on to the Council, a committee of which afterwards drafted a plan for the creation and administration of such a place. Then, on the 1st October 1895, the landrenters conferred by deed of gift upon certain trustees 72 *mou* of land in the western part of the Extension, to be held by them and their successors in perpetuity as a recreation ground for the use of all the Foreign residents of Tientsin. To provide grading and improvement funds, British Municipal Loan C, for £10,000, was floated, with the security of the British Municipal Extension fee. Subsequently—in March 1897—Mr. W. C. C. ANDERSON presented to the trustees, as coming from Mrs. ANDERSON and himself, the pavilion which is so much appreciated by the various clubs and individuals that make use of the grounds.

Synchronously with the excellent progress made in adding buildings to the port there has come a great improvement of the river front, although by 1891 a large section of that in the British Concession had already been bunded and supplied with wharves. Most noteworthy, probably, of all the changes is the boulevard built by the Tientsin Provisional Government along the river, above the French Concession, which will again be referred to in section (i). Along the lower portion of this the Japanese have now bunded much of the foreshore, and have put in one wharf of 300 feet in length. Along the British segment the decade has been marked by the erection of 1,039 feet of new wharves, besides 222 feet of bunding. Moreover, to guard against the damaging work of floods, the Bund was raised throughout its whole length to the level of the higher French Bund. Similar improvements have been begun on a liberal scale in the German Concession.

Again, in the matter of police, the Tientsin Provisional Government, with its great opportunity and its habits of decisive action, merits the credit of having done most along this line. Although the soldiers of the various Powers represented on the Council did much of the patrolling, a portion was assigned to the Native force which Captain MÖCKLER formed. Drilled by a lance-corporal of the 1st Madras Pioneers, they became an effective working unit, and formed the basis of the system that has been continued and expanded by His Excellency the Viceroy. The Concessions are well provided with these Native "officers of the law," who have shown themselves to be the most serviceable men for the rank and file of the forces. In the British Municipality an innovation came in September of 1896, when 11 Sikhs were brought here to act as roundsmen. Like their brothers the Orient over, they help materially to raise the tone of the force, and have made very good reputations for themselves during both the years of peace and the trying summer of the siege—then they did excellent service in helping to care for the wounded.

Of all the municipal improvements, however, the two systems of waterworks that now supply the Foreign Concessions and the Chinese city easily lead the van. Formerly the residents

in the Concessions had no regular supply of filtered water, and thus had to depend, for many years, upon their own methods to purify the river water, until finally, after a protracted agitation, they succeeded in the spring of 1897 in securing the formation of the Tientsin Waterworks Company, Limited. Its promoters secured from the British Municipal Council a free franchise for 25 years from the 3rd May 1897, and immediately floated the company, at a capitalisation of £65,000. This has since been raised, to meet the growing demands upon the system, to £200,000—£2,000 of which have not yet been issued; so that the capitalisation now stands at £198,000. In the agreement with the Municipality the organisers bound themselves to provide water of a standard of filtration equal to that in Shanghai, at a cost not to exceed at first \$1 per 1,000 gallons, and to supply free any amount of water necessary for use in case of fire. In return they were to be exempt from taxation for 25 years. One clause also gave the British Municipality the privilege, if it so desired, of purchasing the entire system and property of the company at the end of 25 years, at a valuation based upon the earning power and prospects of the company five years previous to the expiration of the period and agreed to by a commission of 12 landrenters. With this auspicious start it completed a line of pipes within the original Concession, and a plant in what has since become the Municipal Extension, in time to begin the sale of water on the 1st January 1899. The water is taken from the Hai-ho at the end of Paoshan Road, off the British Bund, pumped to the settling tanks at the station, from which it flows into and through the filter beds, and is then raised to a 30,000-gallon water tower that gives it a minimum head of 60 feet. The pump can send 20,000 gallons an hour into the tower, so the daily capacity of the plant is therefore 480,000 gallons.

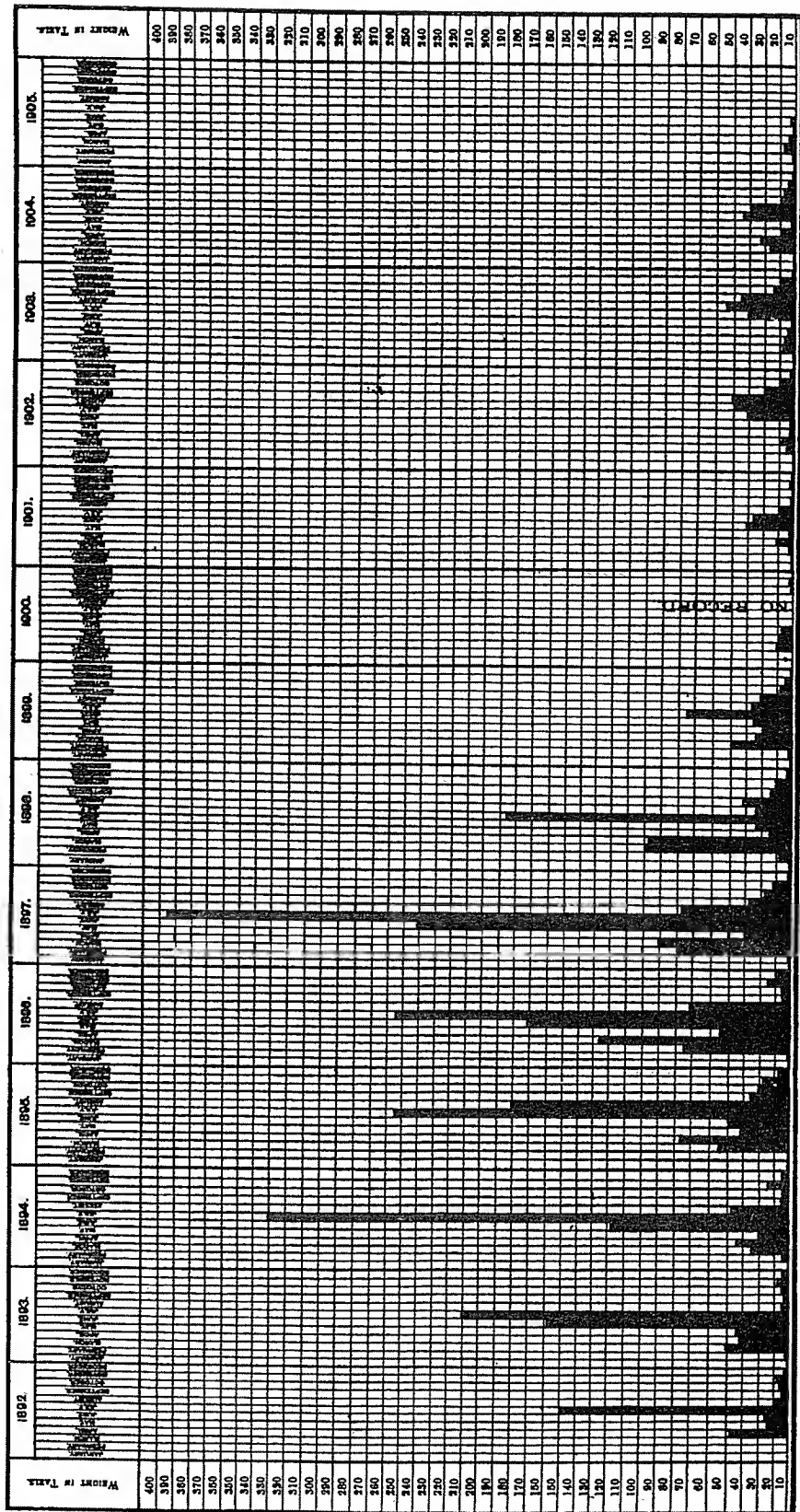
When the British Municipal Extension came into being, the franchise covering its sphere of jurisdiction was granted to the company on practically the same terms as those embodied in the agreement with the British Municipal Council, save that the purchase clause carried the right of acquiring the property only in the event of the senior Concession not taking advantage of its privilege. The minimum price was set at \$1.25 per 1,000 gallons.

The next expansion came in 1902 and 1903, when the German and French Concessions were brought within the sphere of the company's activity. Water was first let into the pipes of the French system on the 1st April 1903. As, with an extension of the lines beyond the British Concessions, new conditions presented themselves, it was agreed that the French Municipality should be permitted to acquire ownership of the mains only—after a period of 10 years at an increase of 25 per cent. on the initial cost and the expenses of installation, or after 15 years at the exact amount, or subsequently at a reduction of 2 per cent. annually from this amount. The contract for the German Concession carried the same conditions, save that the provision for purchasing the mains was slightly modified.

What the Tientsin Waterworks Company has done for the Settlements has been well copied by the Tientsin Native City Waterworks Company, in its services to the Native city and suburbs and the Concessions not provided for by the pioneer corporation. The company secured its franchise and began the installation of its system under the régime of the Provisional Government, as will be seen in a later section treating of the Government's work. Not until the 1st April 1903, however, was the plant ready for public sales. As originally installed, it supplied

RIVER PEIHO.

MONTHLY RECORD OF DEPOSIT OUT OF FIVE GALLONS OF WATER EACH DAY AT TIENTSIN.



WEIGHT IN TONS
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only the Chinese city and suburbs; but in 1904 it reached across and down the river to the Austrian, Italian, and Russian Concessions, and has expanded once more in 1905 to embrace the Japanese Concession. This has necessitated snuplanting the former filter beds and pumps, which could supply but from 250,000 to 300,000 gallons per day, by a set which can give 1,000,000 gallons in 24 hours. For its reserve and head of water the system includes a large stand-pipe, at the north-west corner of the old city, capable of holding 100,000 gallons; and at present its ramifications bring into use nearly 95,000 feet of mains.

As we record and read of these really great achievements of a decade, one following close upon another and crowding out more that fully merit notice, we are so sated by the oft-told tale of achievement and progress in this age of mechanical witchery that such ordinary performances as those cited here generally fail to cause even a ripple on our epprings of enthusiasm; yet that they have meant and do mean much to the comfort and pleasure of living in the port, as well as marking healthy progress, may probably best be realised by the unwillingness we should all feel to have the wheel of progress turned back a decade's run. It is far from probable that another 10 years will boast the municipal improvements of the last decade, seeing that its peculiar influencing conditions cannot easily recur.

This applies also, in a measure, to the changes that have come about in the previously historic sites of the various official yaméns in the Native city. The present spacious Viceroy's yamén was completed in 1898, with the intention that it should serve as a temporary palace for their Majesties the Emperor and the Empress Dowager during their etay in Tientsin to review the provincial troops—a trip which was abandoned on account of the *coup d'état*. The present Customs Taotai's yamén was formerly the viceregal residence, and, after the fall of Tientsin, the head-quarters of the Tientsin Provisional Government. The former Customs Taotai's yamén has been rebuilt and converted into a head office for the police. The old Salt Commissioner's yamén, burnt during the troubles, is now being reconstructed as a guild-hall for the Canton Guild. On the site of the Magistrate's residence the new yamén of the Salt Commissioner has been erected, while the Magistrate is at present located in the former Ordnance Department, which was used as a prison by the Tientsin Provisional Government.

(2.) HAI-HO CONSERVANCY.—Unquestionably the condition of the Hai-ho—the watercourse between Tientsin and the sea—has throughout the past 15 years stood unrivalled in importance among the matters most vitally affecting the commercial and general welfare of Tientsin. That the state of the river has at times eeriously militated against the port's trade, and that in the satisfactory solution of this problem is wrapped up the future preservation of the port's position of commercial pre-eminence in North China, have become axioms upon the tongues of those whose interests are at stake. To cast up in sharp outline a picture of the conditions that prevailed before any remedial measures were undertaken, and to form a basis for a more intelligible understanding of the problem, it is worth while glancing rapidly over the periodical Reports upon this *bête noire* for several preceding years.

As far back as 1886, we find that up to the 27th March there was sufficient water in the river for all vessels to come up to the Tzū-chu-lin (紫竹林) anchorage—or to the Bund, in other words,—but that after that date the river commenced shoaling, and all but vessels of the

lightest draught were compelled to discharge their cargoes at some distance below the Settlement. This state of things continued until the middle of September, when the bed of the river again deepened and the community had once more the satisfaction of seeing an imposing line of steamers moored to the Bund.

During the summer of 1889 the Hai-ho was said to be more difficult to navigate than during any season since the port had been opened. By the 12th July all attempts to reach Tientsin were given up, and a temporary anchorage was established at Pai-tang-k'ou (白塘口), 14 miles below the Bund, where until late in October all steamers discharged and loaded.

Throughout the earlier "nineties" constant references are found in the annual Trade Reports to the increase in the port's business in spite of the handicap imposed by the river, among them the following, for 1895:—"The Peiho, our chronic local trouble, behaved moderately well, although during the months of July, August, and September steamers were compelled to lighten a good deal of their cargo and for some weeks could not navigate the upper reaches."

The following year—1896—was one of the worst in the history of the port. For more than seven months steamers were unable to come to the Bund, and the outlook was so serious that not only Foreigners, but even Chinese, began to take alarm. The Tientsin Chamber of Commerce then entrusted Mr. A. DE LINDE, who afterwards became prominent in Hai-bo conservancy matters, with the task of making a survey on which to base plans for amelioration.

A repetition of the evil occurred in 1897, when for over six months the depth of water ranged between 5 and 8 feet only, and after March but one steamer reached the Bund. All merchandise had to be lightered to and from the Concessions, with the attendant delays and losses by damage and theft, which, as always, materially increased the laying-down cost of the cargo.

The sentence, "Though no steamer has been able to reach the Bund during the year (fortunately an unprecedented event)," introducing the Trade Report for 1898, tells its own story.

During 1899 the river 30 miles above Tangku was so nearly unnavigable that only two steamers succeeded in reaching the Bund that season.

So much, then, for a condensed statement of the palpable manifestations of the disease. The diagnosis and exposition of the root of the trouble were more difficult to arrive at. It was evident, however, that the problem presented was: how to dispose of—or, better, how to assist the river to dispose of—the inevitable amount of silt brought down, chiefly by the Hun-bo (渾河), from the mountains and plains of the hinterland. The distressing rapidity with which the bottom of the river rose in some seasons during the two worst months, July and August, and the other vagaries of this unwelcome clog on the wheels of trade, rendered impossible any sure prediction of what the conditions of navigation were going to be a week ahead. Often the high-water mark lapped far above its usual line, yet ships could not come up, because the bottom of the river had risen so much more in proportion—forcing the water out into the distributary canals and channels—that there was much shallower water than with a lower surface.

It is interesting, in this connexion, to study the accompanying chart, showing the amount of silt held in suspension by the water of the Hai-ho at different periods during the past 12 years.

In interpreting this chart, it must, of course, be kept in mind that the number of elements which enter into the problem, and the paucity of reliable observations during the earlier years, render hazardous the statement of too iron-bound conclusions; yet one inference seems safe—that is, that the decrease in the amount of silt in a given quantity of water during the years 1899 to 1905 was probably not due to a decided diminution of the amount of silt poured into the Hai-ho, but to the fact that, with the closing of the canals, the amount of water in the river increased sufficiently to reduce the per-centage of silt shown in the chart.

During the earlier years the river seemed better able to carry down the burden imposed upon it, and its inability to scour out in the succeeding seasons was believed to be due to the unfavourable changes in the condition of the stream between Tientsin and Taku, whereby the scouring power of the tide was greatly diminished. In 1896 Mr. AGLEN wrote: "There are residents now in Tientsin who can remember when ships were wont to swing to the flood at Tzu-chu-lin; there is now a barely perceptible rise and fall." Certain it was that expert opinion held that the remedy lay in confining more of the water of the confluent stream within the banks of the Hai-ho, and giving it a clearer, straighter course to the sea, so that both the current and the tide could have freer action. How this has been done will be dealt with in a subsequent paragraph, after the organisation of the various efforts towards conservancy have been treated.

The first tangible effort to improve the river seems to have been that made in 1890, when, after the disastrous spring floods of that year, Viceroy LI HUNG-CHANG was induced to allow Mr. A. DE LINDE to make the survey on which was based the proposal by Mr. DETRING, Commissioner of Customs, of an extensive scheme that contemplated an outlay of a million taels. This proposal had the great advantage, but dimly realised at the time, of beginning the conservation work before the state of the river, as regards navigation, should have become as disastrous as it since has. Although the money for its prosecution was available, this timely plan met such strong opposition from the local Chinese officials that it had to be abandoned.

Later years witnessed a change of front. In April 1897 the Native authorities had a dredger at work, from time to time, in the North-west Reach, without, however, producing any appreciable result; for what was needed, as stated above, was not the removal of silt from one or two places, but, rather, the prevention of the deposit. This a dredger could not do. Nevertheless, the attempt showed a welcome readiness on the part of the Native officials to take active measures; and an earnest of their willingness to co-operate with the Foreign community appeared in the proclamation of His Excellency Viceroy WANG WEN-SHAO, defining the nature and scope of the proposed works and bidding the people offer no opposition.

This co-operation had already begun to take definite form in the negotiations which the commercial community, spurred on to activity by the deplorable condition of the river in 1896, opened with His Excellency the Viceroy. Early in 1897 Count DU CHAYLARD, Consul General for France and Doyen of the Consular Body, Mr. H. B. BRISTOW, H.B.M.'s Consul, Mr. EDMUND COUSINS, chairman of the Tientsin General Chamber of Commerce, and Mr. A. DE LINDE, as adviser, agreed with His Excellency WANG WEN-SHAO in reference to the undertaking of the

first part of the conservancy work, at a cost of Ta 250,000, and to the appointment of a mixed Commission to prosecute and continue it. This, the first Hai-ho Commission, was constituted as follows:—

The Tientsin Customs Taotai.

Two Chinese officials nominated by the Viceroy as the representatives of the two principal Chinese companies—China Merchants Steam Navigation Company and Chinese Engineering and Mining Company.

The Commissioner at Tientsin of the Chinese Imperial Maritime Customs.

Representatives of the different shipping and lighter companies.

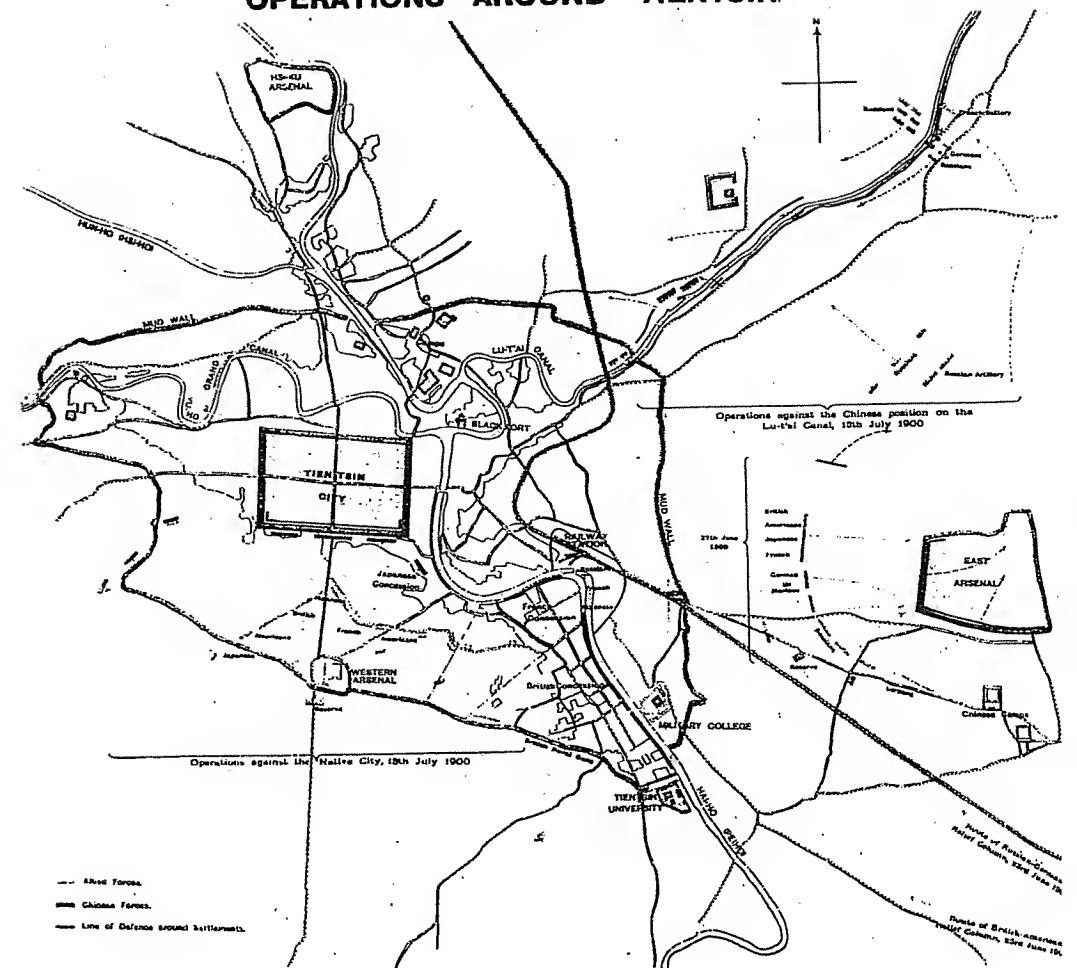
" " Foreign Concessions (in existence at that time).

" " General Chamber of Commerce.

Although this Commission, as such, never met, the business was conducted by meetings of the Customs Taotai, the Senior Consul, and the Commissioner of Customs. The necessary funds for the Commission's operations were provided by a contribution of Ta 100,000 by the Viceroy, and from the proceeds of a loan of Ta 150,000 authorised by the landrenters at their meeting of the 25th June 1898, and consequently guaranteed by the Municipality of the British Concession. To meet the interest on this loan and to provide for its amortisation, it was agreed, with the approbation of the Chinese authorities and the Foreign Ministers at Peking, to levy an extra duty of $\frac{1}{4}$ per mille *ad valorem* on all merchandise, which duty was to be collected by the Imperial Maritime Customs. The loan, at 6 per cent., was financed by the Hongkong and Shanghai Bank, the money turned over to the Commission on the 2nd August 1898, and with the contribution transmitted by the Viceroy the previous month, furnished the necessary working capital. This work consisted chiefly in the construction of three locks—one in the Lu-t'ai (蘆臺) Canal at Ch'en-chia-kou (陳家溝), one at Chün-liang-ch'eng (軍糧城), and a third at Taku (大沽)—besides the rounding off of several heads and the training, by means of piles and lateral groins, of some of the most shallow reaches. With these improvements completed in June 1900, the task of the Commission in the preliminary work contemplated was changed to one of maintenance only, until further operating funds could be procured. Just then, however, the Boxer disturbances, with their concomitant evils, wrought serious damage to the works erected, and marked, as it were, the end of the effectual work of the old Commission.

But before passing on to the next phase of the question, it may be well to record the opinions of observers of the perceptible results obtained by these preliminary measures. One observer writes:—"Has the river improvement scheme of Mr. DE LINDE achieved its object of enabling steamers to get up to the Bund at Tientsin? As a matter of fact, steamers did not and probably could not have come up to the Bund. On the other hand, the closing of the lock at Ch'en-chia-kou produced at once an increase of 15 to 18 inches in the depth of the Hai-ho. The training works in certain parts of the river, from which Mr. DE LINDE expected much, were interfered with so constantly by villagers—and, perhaps, soldiers—that they did not have a fair trial. In short, the scheme as a whole did not get a fair trial in the summer of 1900." Another says:—"During January 1900 the beneficial effects of closing the lock in the Lu-t'ai Canal became apparent, inasmuch as the depth of the water increased perceptibly and the amount of

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silt deposited during the month was considerably less than in January of the preceding year." Then, again, when the mud dam at the mouth of the canal gave way—or was destroyed—in April 1900, its restoration in May was marked by an immediate rise of 2 feet 3 inches in the river. Whatever the then opinion may have been, the subsequent prosecution of the whole scheme of which these works formed the initial step has fully justified the claims of its sponsors.

For the damage wrought during the summer of 1900 a claim was made upon the Chinese Government, through the Consular Body, for *Tta* 125,000; and the sum finally allowed, *Tta* 80,158, provided an available security for a fund for the rehabilitation of the injured works.

The few remaining steps taken to conserve the river before the present Board was organised and began operations were those of the British military authorities, who during the summer and autumn of 1900 availed themselves of Mr. DE LINDE's services to maintain the river at as high a point of navigability as possible—this in order that communication between Tientsin (and hence Peking) and the sea might be unimpeded for the movement of troops and supplies.

The second phase of this conservancy work may well be said to have been initiated in the winter and spring of 1901. At first, during the disorganised conditions of trade and administration, it seemed doubtful in just whose hands resided the power and means to carry on the work of the 1898 Commission. Owing to the inability of the Tientsin Provisional Government—under the "General Regulations for the Administration of the Chinese City" from which the Government derived its authority—to extend its jurisdiction over river matters, Field-Marshal Count von WALDERSEE issued, with the approval of the Commanders-in-Chief of the contingents of the Allied Powers, the new "General Regulations for the Provisional Government of the District of Tientsin" which extended the jurisdiction of the Council to the sea, and which contained the clause reading, "Within the district so entrusted to it the Council must, with its own administration, . . . complete the public works begun and undertake those which may seem necessary—maintain and improve the communications by rivers and canals." This cleared the way for the Council of the Tientsin Provisional Government to take action, which it did by electing three of its members—Major-General DE WOGACK, Lieutenant-Colonel ARLABOSSE, and Lieutenant-Colonel BOWER—to constitute a Commission to prosecute and supervise the conservancy work. Unfortunately, owing to some misunderstandings which seemed to float away under the mellowing influence of time, the newly-constituted Board did not feel free to go ahead until a feeling of greater unanimity between the various local interests and bodies assured its more general support. The question of the Board's constitution and the methods to be employed in providing the needed moneys were the subjects of some little negotiation between the Consular Body, the General Chamber of Commerce, the Diplomatic Body in Peking, and Count von WALDERSEE, until, after many proposals and counter-proposals, it was agreed between the Doyen of the Corps Diplomatique and Count von WALDERSEE, acting for the Commanders-in-Chief, that the members of the Board should be reduced to the three following: a member of the Provisional Government, a member of the Consular Body, and the Commissioner at Tientsin of the Chinese Imperial Customs; to whom were added, with consultative voice only, representatives of commerce, shipping, and the Foreign Concessions. The

Commission was "to examine the question of improving the navigability of the Hai-ho, technically and financially, and to take, in an independent way, such steps as would satisfy all parties interested in the matter." Not an easy task was thus set for them.

As reconstructed, the Board consisted of Major-General DE WOGACK, a member of the Council of the Tientsin Provisional Government; Mr. L. C. HOPKINS, H.B.M.'s Consul; and Mr. DERRING, Commissioner of Customs. The only change that has subsequently taken place in the formal make-up of the Board was the withdrawal, on the 15th August 1902, of the representative of the Tientsin Provisional Government, which on that date passed into history, and the assumption of his powers by the Customs Taotai, Mr. T'ANG SHAO-I, appointed, in accordance with the terms of the Peace Protocol,* by His Excellency Viceroy YÜAN SHIH-K'AI. Naturally there have come, from time to time, many changes in the *personnel* of the Board and of the general Commission—the consulting members,—owing to changes in the offices holding the right of representation. In this way the Board has received the benefit of the services of Lieutenant-Colonel ARLABOSSE, during the absence of General DE WOGACK; of Mr. C. L. CHOW, Managing Director of the China Merchants Steam Navigation Company; of the present Customs Taotai, Mr. LIANG TUN-YEN; of M. E. ROCHER, French Consul General; and of Mr. T. T. H. FERGUSON, Acting Commissioner of Customs. As it was stipulated at the outset that the Board, in order to give more direct control to the commercial and shipping interests over the funds expended (which were to be largely derived from these interests), should appoint for its honorary treasurer a man prominent in the commercial life of the port, this important post has been filled consecutively by Mr. W. W. DICKINSON, chairman of the Chamber of Commerce and a member of the general Commission; by Mr. W. FISHER, chairman of the British Municipal Council and also a member of the general Commission; and by Mr. J. M. DICKINSON, chairman of the British Municipal Council and of the Chamber of Commerce. That the commercial and general communities, both Native and Foreign, owe much to the Board and to their associates on the general Commission, for their public-spirited devotion to the work of solving the great problem of the port, needs no reiteration here.

What this Hai-ho Conservancy Board, upheld by the all-important action of the land-renters, has actually accomplished may be best approached by an examination of the means used to finance the Board's schemes; then a statement of the work done and of that in contemplation will be added.

The initial difficulty in securing funds for the 1898 Commission was overcome, as stated above, by the contribution of Tta 100,000 by the Viceroy, and the issuing of the British municipal loan, for Tta 150,000, known as the British Municipal Loan E, 1898. This bore interest at 6 per cent.; repayment was to commence at the expiration of one year from date of issue; the whole amount was to be redeemed within 12 years; and the payment of interest and principal was secured by a levy of River Dues of $\frac{1}{4}$ per mille *ad valorem* on all imports, re-imports, and exports—being 1 per cent. of the regular Customs full Duties—for the period of 12 years, as well as by the property and assets of the British Municipality. This loan ran from the 1st August 1898; at present (1st July 1905) there remains outstanding Tta 65,000.

* Article XI (a).

For the first formidable task of the Board—the excavation of the two upper cuttings,—the second credit, Hai-ho Conservancy Loan A, 1902, for Tta 250,000, bearing interest at 7 per cent. and fully redeemable in 22 years, was issued by the Board itself. This supplemented the grant of Tta 250,000 by the Tientsin Provisional Government. The loan had for its security an additional 1 per cent. of Customs Duties, and was guaranteed in principle on a *pro rata* basis by the various Foreign Municipalities. After the first drawing of bonds for redemption (1st April 1905) there are still Tta 225,000 outstanding.

The last loan, Hai-ho Conservancy Loan B, 1903—the proceeds of which were to furnish funds to make the third cutting,—amounted to Tta 300,000. It carried practically the same conditions as the second, in that it was to yield 7 per cent. to the investors, to be redeemed in full in 25 years, and had the same securities in an additional 1 per cent. of Duties as added River Dues. The bonds were issued in three separate blocks of Tta 100,000 each, on the 15th September 1903, the 15th May 1904, and the 15th September 1904; and, in proof of the community's confidence in its own future and in the efficacy of the conservancy work, the last issue was over-subscribed some eleven times.

This confidence may, in some degree, have been inspired by the excellent showing made by the River Dues during the season of 1902, when an exceptional volume of trade combined with the new schedule of Duties (inaugurated late in 1901) to produce more revenue through River Dues than had been gathered during the previous three and a half years that the impost had existed. For the sake of clearness, it is of value to collect in one place the scattered information given above in reference to these dues, and to add a tabular statement of the amounts collected.

The first imposition of River Dues ($\frac{1}{4}$ per mille *ad valorem* on all merchandise—that is, 1 per cent. of the Customs Duties) was made on the 1st August 1898; the second (double the first, or 2 per cent. of Customs Duties), on the 15th October 1901; while the third (3 per cent. of Duties) followed on the 1st September 1903. The resolution sanctioning a further 1 per cent. of Customs Duties for Bar improvement purposes—contingent upon the shipping interests raising a sum which, with such dues, should, in the opinion of the Council and the Hai-ho Conservancy Board, be sufficient to warrant the undertaking of remedial measures at the Taku Bar—was passed by the same meeting of landrenters in the British Concession (6th April 1903) that authorised the third imposition of dues for river conservancy; but its provisions have not yet been availed of.

The amounts yielded by the River Dues are as follows:—

	Hk.Tta
1898, August to December (1 per cent. of Customs Duties)	9,786
1899 (1 per cent. of Customs Duties)	21,240
1900 " " "	8,198
1901 (1 per cent. of Customs Duties; 2 per cent. from 15th October)	13,836
1902 (2 per cent. of Customs Duties)	60,658
1903 (2 per cent. of Customs Duties; 3 per cent. from 1st September)	50,589
1904 (3 per cent. of Customs Duties)	67,352
1905, January to May (3 per cent. of Customs Duties)	38,088

Similarly, a summary of the amounts devoted from time to time to the river works would show:—

	Tls
Viceroy's contribution of 1898	100,000
British Municipal Loan E, 1898	150,000
Tientsin Provisional Government grants during the autumn of 1901	250,000
Hai-ho Conservancy Loan A, 1902	250,000
" " " B, 1903-04	300,000
TOTAL	Tls 1,050,000

Of these loans, there was still outstanding on the 1st July 1905 the following:—

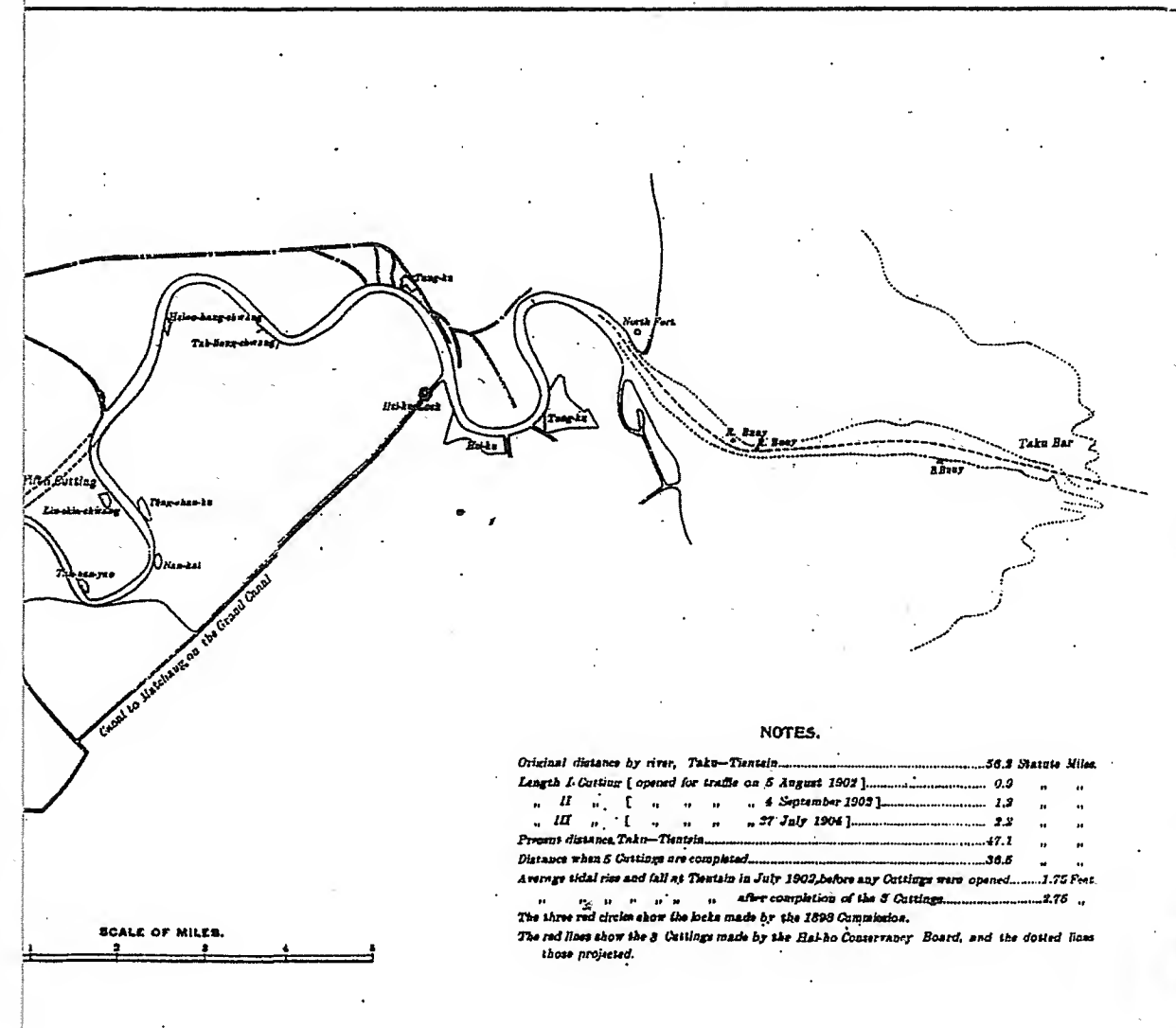
	Tls
British Municipal Loan E	65,000
Loan A	225,000
" B	287,000
TOTAL	Tls 577,000

To the above amount devoted to river works must be added the monthly grant of Tls 5,000 which the Tientsin Provisional Government turned over to the Board, from the 1st June 1901 to the 15th August 1902, for the maintenance work, and which the Chinese authorities have since continued as the monthly payment of Hk.Tls 5,000, in accordance with the terms of the Peace Protocol*; making a total of something over *Hang-p'ing* Tls 1,300,000 that have been devoted to river conservancy.

It should be noticed, before leaving these figures, that even if the port's trade does not exceed in the coming years what it was in 1904, the income from River Dues will be sufficient to extinguish entirely the outstanding bonds by the year 1916; and no one who has watched the port's growth can doubt that, given normal commercial conditions and an improved Taku Bar, these liabilities for river conservancy will have disappeared some time before that date.

Such have been the means and instruments provided for the engineers who have had the treatment of "our chronic local trouble" in their hands. Let us see what use they have made of their tools. The actual work done by the 1898 Commission has been referred to above. When the Hai-ho Conservancy Board began operations in the fall of 1901, its plans called for the cutting out of many of the bends between Tientsin and Taku, the training of more of the reaches, and the continuation of the old policy to keep as much water in the Hai-ho as possible by means of a system of locks on the distributary canals. Five cuttings were in contemplation. Early in October 1901 the Board contracted for the excavation of the first two of these, to a depth of 23 feet, for Tls 270,000, and work was begun on the 21st October of that year. As shown on the map, the first cutting, 0.75 mile long, extends from Kua-chia-sai (掛甲寺) to Yang-chuang, and has eliminated the Tientsin Bend and Match Factory Bend and the so-called

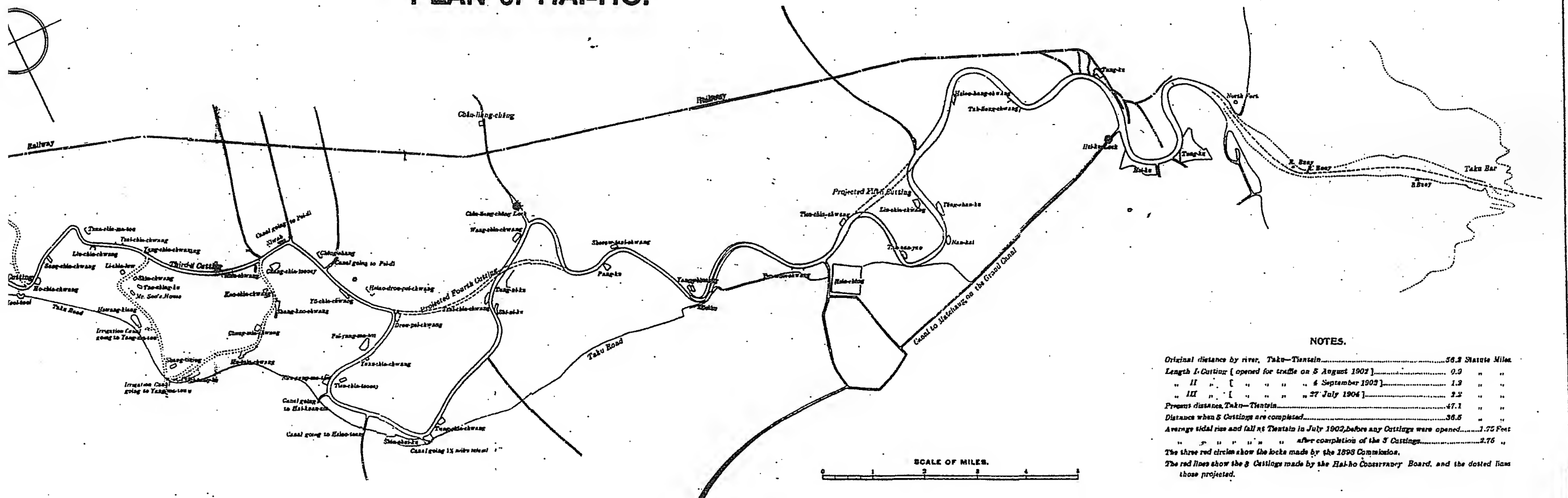
* Article XI (a).



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Plan supplied by Hat-ho Conservancy.

PLAN of HAI-HO.



East Reach, of which the two former were difficult of navigation owing to the small radius, while the latter was a very shallow place because of the great width of the river. As the length of the old river eliminated was 2.1 miles, this cut effected a saving of 1.35 miles. The second cutting, extending from Hsin-ch'uan (下園) to Ho-chia-chuang (何家莊), is 1.1 miles long, and has done away with the Double Bend and the Vegetable Bend, besides two other sharp curves between the Arsenal and the Vegetable Bends. Here, again, 4.2 miles of winding river were reduced by 3.1 miles; thus making the total reduction in distance effected by these two cuttings about 4.4 miles. Their excavation to a depth of 23 feet below the surface of the soil, and to widths varying from 325 to 360 feet, necessitated the removal of nearly 550,000 *fang*, or, approximately, 2,200,000 cubic yards, of earth—an amount which no layman can well appreciate until he climbs one of the mounds on the bank of the cutting and looks along the small mountain of earth that has been thrown up there. The first cutting was opened to shipping late in July 1902, and the second early in September of that year. Their successful completion, and the great economy effected by them, confirmed all in their belief in the Board's general scheme and stimulated the action which led to the prosecution of the plans for the third cutting. Work upon this, the greatest task thus far undertaken by the Board, was commenced in September 1903 and continued, after the cold weather ceased, until the end of June 1904. This new highway runs between the village of Yang-chia-ch'ang (楊家場), at the Lower Tombs Bend, and Hsin-chuang (辛莊), above Ni-wo. In just a little over 2 miles it has shortened the river's course by over 4½ miles, thus effecting, with the two upper cuttings, a saving of nearly 9 miles in the run between Tientsin and Ni-wo; moreover, it eliminated the three worst bends then left in the river—the Lower Tombs Bend, the bend at Handsome Point, and Pai-t'ang-k'on (白塘口) Bend,—together with some other bad places. An appropriate ceremony was observed in the opening of this cutting—to the "ships that come up from the sea"—by a representative of the Native authorities of the province; Admiral YEH represented His Excellency Viceroy YÜAN SHIH-K'AI and, through him, the great numbers of people in this region who derive the inevitable benefits of every enhancement of the port's trade.

Many other minor works have been carried through by the Board, as integral parts of the whole plan—such as the training of many of the reaches, narrowing the river where too great width has militated against its depth, and the care of the canal connexions,—of which space will not permit a description in detail; yet of these lesser achievements it seems worth while adverting to two that stand out above the others. It will be remembered that Mr. DE LINDE, as his first serious attempt, in 1898, to confine more water to the river's bed, erected a weir and lock on the Lu-t'ai Canal at Ch'ên-chia-kou, and that this was badly damaged during the Boxer troubles. The Board repaired the damage in 1902, and erected a new lock beside the old one, which can accommodate 30 or 40 boats at one time, instead of the single one to which the capacity of the old lock was limited. His Excellency the Viceroy was present at the opening of the new lock on the 24th September 1902. The other piece of work deserving special mention has been the widening of the river at the Concessions. In earlier years the steamers that came up to the Bund were compelled to drop down stream stern first over a mile before they could find water enough to turn; then in July 1903 the removal of the German military bridge rendered possible the making of a swinging-place just off the upper end of the German Concession; and at present the widening

opposite the Bund has proceeded so far that some of the steamers have begun to swing right abreast of their wharves.

What, then, have been the tangible results upon shipping of all these conservancy works? The question is not hard to answer; and in its satisfactory answer may be found the reward of what has gone before, as well as an earnest of what may yet be expected in the future. In its December 1902 report the Board was able to say that during the autumn the river was freely navigated up to the Bund, by sea-going steamers, in from seven to eight hours. On the 21st August the s.s. *Lienshing* arrived at the Settlements as the largest vessel that had reached the Bund since the 12th April 1899. During November 1902 the steamers *Tuishun* and *Anping*, of the China Merchants Company, came up with a length of 270 feet between perpendiculars—some 10 feet more than the *Lienshing*. In the three autumn months 77 sea-going steamers came up on draughts of from 9 feet 6 inches to 10 feet 6 inches. During 1903 there were 333 sea-going merchant vessels that navigated the river to the Bund, one of which came up on a draught of 11 feet 8 inches—a gratifying contrast to the record of 1898; “it may be safely stated that during August and a part of September, with a 10-foot tide on the Bar, there was no depth less than 14 feet in the fairway at high water.” For the following year the report says that 374 vessels came up to the Concessions.

Nor should we forget that other very important result of this conservancy work, as shown in the following quotation from the Board's report for 1904:—“In August heavy rains in the *hinterland* caused the level of the river to rise considerably, . . . the current at this time being exceptionally strong, viz., about 5 knots an hour. If the cuttings which enabled the up-country water to flow out more freely seaward had not existed, it is more than probable that the immediate surroundings of Tientsin would have been flooded, as the dikes along the Grand Canal were showing only 1 foot above the level of the water.” And for the economy in time effected by the cuttings, we have but to excerpt again the statement that “two days after the [third] cutting was available for steamers the s.s. *Kwangchi* made the journey in 4 hours 10 minutes, which was exactly one hour less than the record existing previous to the opening of the cutting. On the 14th August, however, the s.s. *Anping*, with wind and tide greatly in her favour, made the passage down from the swinging-place at Tientsin to Taku in 3½ hours.”

With these results achieved, and a valuable fund of experience accumulated, it is a matter of little wonder that, at present, the commercial, shipping, and general interests of the port have combined to organise an attack upon the Cerberus that sits at our gate and exacts his damaging tribute on our trade. The dredging of a channel over the Taku Bar has always been in contemplation as a part of the general improvement scheme, but the various movements in this direction have failed because the funds have not been procurable. Now, however, the future holds brighter prospects of success; for at a meeting of the landrenters of the British Concession on the 14th June just past measures were taken which give great promise of ensuring the necessary financial support.

The first definite step for Bar amelioration came in April 1903, when, as stated above, the landrenters authorised a further ½ per mille tax on merchandise, which was duly approved by the several Ministers at Peking. The *sine qua non* that the shipping interests should contribute enough to supplement this, and make the work possible, operated to defeat, at that

time, its execution. But at their last meeting the landrenters went one step further, and, in addition to the imposition of the deferred ½ per mille dues, authorised their Council to offer to find the sum of Tta 200,000—which, together with the loan of Tta 250,000 to be guaranteed by them, will make the capital sum the Board considers necessary to have at its back before commencing Bar improvement work,—on condition that the shipping companies should “bind themselves to consent to the imposition of a tax of 1 mace per registered ton per trip contemporaneously with the issue of the loan,” provided the Council be empowered to agree with the shipping companies to the imposition of a modified form of the tax in the case of ships which are unable to cross the Bar. Inasmuch as the co-operation of the shipping interests is expected, and the plan of the Conservancy Board will probably be acceptable to the Council, it is to be hoped that the near future will see a 12-foot channel across the Bar.

That the necessity for amelioration has become acute can be readily appreciated by those who have been “stuck” for several days on the Bar. Since 1897 the Bar has been steadily growing worse, so that at times, within the past few years, as many as 30 or 40 steamers have been seen lying outside the Bar at one time, awaiting water enough to cross. But the full meaning of this, in its connexion with the port's shipping, and indirectly with the cost of merchandise and living here, does not become apparent until we take the carefully prepared estimates of the amount annually lost by the delay of shipping at the Bar, and find that this runs from Tta 400,000 to Tta 500,000. To save this, at an estimated yearly outlay of Tta 130,000 for a few years, is well worth the trial; and those who have seen the previous work of M. GUIOTTON, Engineer-in-Chief to the Conservancy Board, have every reason to believe that the task will be accomplished as planned. If all goes well, the dredgers should be at work by October 1906.

The technical treatment of the question provides for the dredging and maintenance of a channel 12 feet deep, which, with the depth shown in the river during the past year, would mean that most of the ships now trading with Tientsin could come up without lightering at all. And it cannot be doubted that in the successful treatment of this trouble lies a tonic for that threatened wasting away of our trade which commercial astrologers see impending in the competitive activity of our neighbouring ports. What proportion of the trade of the great *hinterland* that Tientsin now controls will be diverted, by one means or another, to Kiaochow, Chefoo, Chinwangtao, and Dalny, as well as Hankow and the other river ports that may establish railroad connexions with the interior, cannot be predicted; but one has only to turn the pages of the history of commercial development the world over to realise that, in sections where rapid commercial growth is being made, the places which can keep their hold on the connecting points of the sinews of trade—the railroads,—and which have free access to the sea, need have little fear of maintaining their relative positions in the onward march.

It is difficult to pass on from this all-engrossing subject without recording, if but briefly, some mention of the credit which is due the official and individual members of the British Municipality for the sustained efforts they have made to bring the dreams of previous years to present realities and to make possible a repetition of this metamorphosis. The landrenters allowed their property to be pledged in security of the first loan made to improve the river, and now they have again come forward with an offer to advance the funds for the Bar amelioration work.

Mr. C. THORNE, Secretary of the Conservancy Board, has kindly given free access to the archives of the Board, and has supplied valuable information for the compilation of this section.

(j.) During the decennial period no new aids to navigation, in the way of lights, buoys, or beacons, have been added in this district; in fact, the markers of the sea's gateway now in use have stood as they are at present for many years. Some shifting, however, is anticipated in the near future.

The lightship *Taku*, swinging at anchor 8 miles south-east from the entrance to the Hai-ho, marks the anchorage outside the Bar for vessels making the port, as well as serving as a good guide for ships going out by night.

Of prominent buoys there are four:—

1. The Fairway Buoy, with red and black horizontal stripes, $5\frac{1}{2}$ miles from the river's mouth: marks the outer edge of the Bar.
2. The Black Buoy, moored $3\frac{1}{4}$ miles out, and on the south side of the channel: marks the channel inside the Bar.
3. The North Bank Spit Buoy (all red) lies $1\frac{1}{4}$ miles from the river entrance, on the north side of the channel, where the latter is known as the Deep Hole.
4. The Inner Buoy (also red) indicates the north side of the channel at $1\frac{1}{4}$ miles from the Hai-ho.

There are several beacons on shore, two of which, when kept in line, mark the course from the Spit Buoy to the Black Buoy, partly leading through the Deep Hole.

In addition to these guides maintained by the Customs, the Taku Pilot Company keep boats with lights on them at three of the buoys; and they also signal the depth of water by means of flags on the Fairway Buoy—this information is likewise given, by cones and balls on a cavalier, at the Customs signal station located where the South Fort stood before it was destroyed.

The pilot service at Taku has so long been of great assistance to the shipping of the port that an enlargement of the above reference may well be considered within the scope of this section. Pilots for the Bar and the tortuous Hai-ho were first employed in 1862, and in 1868 a number of them formed themselves into the Taku Pilot Company. At first they counted 12 men, and charged 4 Mexican dollars per foot of draught from the Bar to Taku (at the mouth of the Hai-ho), and the same from Taku to Tientsin—thus making a total charge of \$8 per foot from the Bar to the Bund. An advance made in May 1903, when the Pilot Regulations were revised, brought the charges up to $\text{T}2\text{a } 4$ per foot for pilotage to Taku, and $\text{T}2\text{a } 5$ per foot from Taku to Tientsin—thus totalling $\text{T}7\text{a } 9$ for the whole trip. At the present time the company embraces only eight pilots, who have no difficulty in handling the work to be done.

Pilotage is not compulsory. Some masters bring their ships in without assistance, while an even larger number navigate the river themselves after having been guided over the Bar.

(k.) Exclusive of the Boxer troubles, which have already been touched upon, the greatest calamities that have visited the immediate region of Tientsin during the decade have been the destructive floods of the early years. In July of 1892 the freshets in the Peiho and the Hsia-hai-ho, causing breaches in the banks of these rivers, spread their waters out over a district of some 18 li in length to the point where they again narrowed to their natural channel. The

loss of life and property was not seriously large. But during the following season—1893—a recurrence of these freshets left a much darker mark on the country-side. The waters began rising about the 15th July, and continued until the whole district, lying within, approximately, 30 miles of a line running from Tientsin to Peking, was severely affected. Wide tracts were entirely inundated, and crops consequently ruined. To relieve to some degree the great distress that resulted among the farmers and traders of the region, the Haikwan Taotai issued a proclamation, on the 22nd August, remitting the usual dues upon rice, when imported under *Huchao* for relief purposes. A third visitation came during 1894, when, in July, owing to the overflowing of the Hai-ho at the Arsenal Creek Bend and other points further down, the country between Tientsin and Taku was mostly covered by the devastating sheet. Also in the following month the strong freshets, brought down by the melting of the heavy snows still on the mountains, inundated the country to the north of the river to such an extent as to repeat the serious damage to the crops in that region. During the 28th and 29th April 1895 a severe storm, accompanied by an abnormal tide of 20 feet at Taku, wrought havoc and destruction at and near the river's mouth. The whole country was flooded, boats were carried high and dry, and many lives were lost, especially among the soldiers in the camps. Following upon the heavy rains, a long strip of the river bank in the Arsenal Creek Bend was carried away and miles of country on both sides of the railway line were flooded. All these floods, of course, had their depressing effect upon the industry and business of the whole region.

Within the period there have, fortunately, been no serious shipping losses, except those minor ones wrought—principally upon Native shipping—during the Boxer days. When the sad fate of the German gun-boat *Itis* (which was wrecked on the South-east Shantung Promontory late in July 1896, and carried down 77 out of her crew of 88) became known in Tientsin, a fund was locally raised for the relief of the widows and orphans of the drowned sailors.

Within the confines of the province, however, the unhappy occurrence ranking next to the Boxer outrages was undoubtedly the famine in the Yung-p'ing prefecture during the spring and summer of 1895. Poor harvests, consequent upon floods the previous year, lay at the root of the misery. This was keenest in the immediate vicinity of Tongshan, where the mines, with their good wages and busy surrounding marts, served to attract the helpless and destitute in numbers far beyond what the neighbourhood was able to maintain. When conditions thus became acute, the contractors furnishing the labour for the mines secured a surfeit of hands willing to work for simply rice enough to live on. In all the region around Fêng-jun-hsien, Tongshan, Ku-yeh, and Yung-p'ing-fu city cereals and supplies, on the famine prices, leaped to nearly, and in some cases quite, double the quotations of the previous year. Lan-chou suffered especially. Eye-witnesses wrote that everywhere people were eating chaff and leaves, oftentimes mixed with the bark of trees, roots, and similar substances, and that the grim testimony of the streets proved a much greater severity than that of the famine following the 1890 floods. In order to provide relief, funds were subscribed here in Tientsin and the neighbouring cities, and forwarded to the missionaries in the neighbourhood, who did excellent work towards mitigating the suffering. Relief stations had early to be opened some distance from Tongshan, as magnets to draw away part of the congestion which the assistance in the immediate vicinity had quickly induced. The method generally employed throughout the region in the distribution of cash and rice—

that of house-to-house visitation; chiefly under the guidance of the village elders,—though making heavy demands upon the energies of the workers, ensured protection against rewarding professional vagrants and won the commendation of those whose funds wrought the timely relief. This assistance in many places made it possible for farmers, who would otherwise have been unable to put in a spear of grain, to plant and raise the crops that were to guard against a recurrence of the shortage the following winter. The relief movement under the direction of the missionaries was later supplemented, and rendered unnecessary, by the action of the officers of the Chinese Engineering and Mining Company and the Government officials.

(l.)

(m.) During the years 1892 to 1901 there were six Imperial examinations held within the province—three provincial and three metropolitan; and of these, three were amalgamations of the regular examinations (正科) and special ones given "by Imperial grace" (恩科). The regular triennial provincial test that should have come in 1900 was postponed until the following year, when the scholars from this province who wished to compete had to go to Honan.

During the decade this province has produced no *chuang-yüan*, *pang-yen*, or *t'an-hua*. The last Chihli man to be made a *chuang-yüan* was CHANG CHIH-WAN (張之萬), of Nan-p'i-hsien, who won the honour in 1847. A belief is known to exist among the literati of Chihli that, in order to encourage the men from the southern and more distant provinces, the northern scholar is sometimes passed over in favour of a perhaps less erudite candidate. However, consolation has in a way been secured by the successful entrance of 20 Chihli men into the "Forest of Pencils" (Hanlin, 翰林)—four at the 1894 regular examination, six at the 1896 "grace" examination, and 10 at the regular trials of 1898.

(n.) Frequent references have been made in the annual Reports, as well as in the local press, to the educational work which Dr. CHARLES D. TENNEY has been organising and directing in Chihli during the past 10 years, and well have these notices of progress and praise been deserved. As no person is so well qualified to treat this recent educational development as Dr. TENNEY himself, we have, with his permission, taken liberal excerpts from a paper prepared by him on "The Government Schools of Chihli Province," as the best means of securing an interesting exposition of the subject. He wrote, in part, as follows:—

"To Mr. DETRING, Commissioner of Customs at Tientsin, should he given the credit of the first move in the establishment of Government schools in the metropolitan province. He first brought the matter before the Viceroy LI HUNG-CHANG, and, having obtained his sanction, acquired a tract of land below the European Settlements, on the right bank of the river, where, with funds contributed by Chinese officials and by Europeans, he erected the main building of what afterwards became known as the Tientsin University. This was in 1887. After going so far, Viceroy LI became discouraged, and postponed the opening of the institution; so that the building stood empty for eight years. During this period it was often called 'Detring's Folly' by those who have no sympathy for the heart-breaking efforts that China's friends have made to arouse her to a sense of her own needs. The writer had been chosen to take charge of the new enterprise, and he organised a private school for Chinese youths while waiting for the Government to move. The Japanese war gave the necessary shock to Chinese opinion, and

the deadlock over the development of the University scheme was broken in 1895, when the progressive SHENG HSUAN-HUAI was Customs Taotai of Tientsin, and immediately after LI HUNG-CHANG had been relieved by WANG WEN-SHAO.

"The course of study laid out comprised four years of preparatory work in English and elementary mathematics, and four years of collegiate or advanced study, during the last three years of which the students specialised in European law or in the various branches of engineering. In order to make it possible to organise the special departments earlier than otherwise, the lower classes were filled with students who had received an elementary training in the private schools already opened at Tientsin and Shanghai and in the British Government schools of Hongkong.

"The reactionary spirit that swept the country after the events of 1898 threatened the University for a time; but by tact and the support of friends in high position the storm was weathered, and the institution escaped without injury. In fact, during the period of reaction the number of applicants steadily increased.

"When the Boxers took charge of affairs in Chihli, they gave out as their programme at Tientsin—first, the destruction of the railway station, and, second, that of the University. Students and teachers banded together to defend the place. Then followed the seizure and occupation of the University by the German military forces, which ended the life of the first University.

"A number of the old students went to Japan and to America, where they won honours in competition with Foreign students. One of these students carried off the first honours in the law department of Yale University this year. The work of the first University, ie-vitally connected with the present school system of Chihli province, because the students of the old institution have largely become the teachers of the new schools, and without them it would have been impossible to organise many of the present schools.

"We come now to the period of reorganisation under the auspices of the present Viceroy, YÜAN SHIH-K'AI. The Viceroy sees clearly the deficiencies in the old system of Chinese education and the imperative need of introducing the new. While Governor of Shantung he interested himself in the educational improvement of his province, and on his assumption of office in Chihli he began at once the organisation of schools. The Provincial College at Pao-ting-fu was opened before the Viceroy was able to establish himself at Tientsin; and after the restoration of Tientsin by the Allies work was commenced, on the site of the former Arsenal at Hsi-ku, in the erection of buildings for the Tientsin University. At the same time middle schools were organised in the prefectural and independent sub-prefectural cities of the province, to serve as preparatory schools for the Provincial College and the University. The middle schools are housed in reconstructed Chinese examination halls (*shu-yüan*), and the buildings are generally very enitable and commodious. A normal school has been established at Pao-ting-fu, under Japanese instructors. The purpose of this institution is to train teachers to take charge of primary schools in the district cities and in the towns and villages. In these primary schools the instruction will be given in the vernacular only, while in the middle schools English is taught; in the University, courses in other European languages are provided.

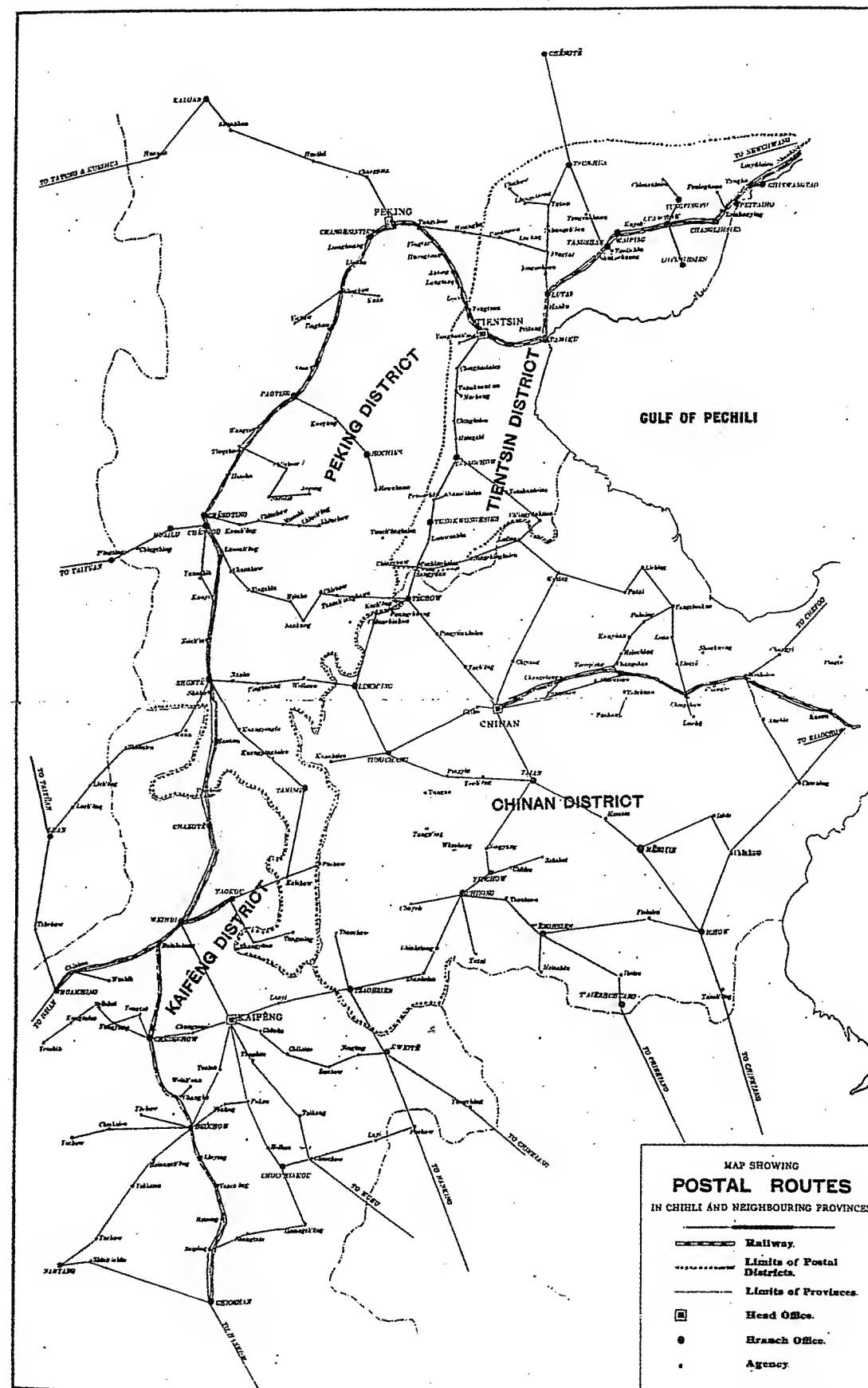
"To sum up, the present Government school system of Chihli province is as follows:—

"1. *The Provincial College at Pao-ting-fu.*—

"2. *The Tientsin University.*— The site of the institution is on the right bank of the Peiho, 5 miles north of the Foreign Concessions. The buildings now completed can accommodate about 400 students, and in the classes now organised there are about 125. In addition to the law and scientific work of the curriculum, each student, on commencing his advanced course, selects either French, German, or Russian as a supplementary study, giving one hour per day to it throughout his course. Every student will therefore graduate with a knowledge of English and of one other European language.

"3. *The Middle Schools.*—These are established at 14 points, with an average of about 50 students in each school. The cities in which middle schools are now in operation are Hsuan-hua-fu (宣化府), Tsun-hua-chou (遵化州), Yung-p'ing-fu (永平府), Tientsin, I-chou (易州), Ho-chien-fu (河間府), Shên-chou (深州), Chi-chou (冀州), Ting-chou (定州), Chêng-ting-fu (正定府), Shên-tê-fu (順德府), Chao-chou (趙州), Kuang-p'ing-fu (廣平府), and Ta-ming-fu (大名府), extending from the extreme north, on the border of Mongolia, to the extreme south of the province, near the Yellow River. In all of these schools athletic grounds are laid out and physical exercise forms a part of every day's work, as is the case also in the higher institutions of Pao-ting-fu and Tientsin. It gives a traveller a curious sensation to enter one of these schools, in the far interior—amid surroundings that have scarcely changed for a thousand years,—and see school work going on in the modern way. The former students of Tientsin who have been entrusted with this work are, generally, showing great enthusiasm. There are places where both officials and gentry look askance at the innovation, and only the fear of Viceroy YÜAN induces them to tolerate it; but, on the other hand, many officials have shown great interest in the movement and a very helpful spirit. The writer makes two tours of inspection yearly, and monthly reports are made to him from each school, accompanied by the examination papers of the students; so that he is able to keep in touch with each school. As so many of the younger Chinese scholars of the province are now enrolled in these modern schools, the outlook for the future, if no interruption occurs, is most encouraging, and the effects on the general intelligence of the metropolitan province ought to be very marked within three or four years.

"A description of the schools of Chihli province must not omit the excellent work that is being done by the Japanese. As already mentioned, the normal school at Pao-ting-fu is under the guidance of Japanese instructors. This school contains between 400 and 500 students, generally of more advanced age than those enrolled in the other schools. They are being prepared to act as teachers in the elementary schools to be established in the district cities and the small towns. When they are able to begin their work, the combined effect of all the schools should be very great, and a change in the mental attitude of the people ought to take place very rapidly. Special work is also being done by Japanese at Pao-ting-fu and Tientsin. At the former city an Agricultural School has been established, also a Military School and a Japanese Language School; and at Tientsin an Industrial School and an Army Medical School have been established.



"When the Tientsin University was first organised, in 1895, a scheme was formulated for the opening of preparatory schools in the interior cities; but at that time the Chinese Government could be induced to take but the one step. The second step has now been taken; and the third must be, as has already been proposed by the Viceroy YÜAN and CHANG, to abolish the old system of examination altogether, and to give the literary degree to those only who have graduated from organised schools in which the curriculum shall combine a reasonable study of the ancient Chinese classics with the modern scientific knowledge that has made the Western nations powerful. With the carrying out of this final reform China will enter upon a new era of prosperity; for there is no lack of intellectual ability among the Chinese—it is only necessary to turn that ability into the right channel."

Besides the institutions above mentioned, there are here, at Tientsin, the Pei-yang Medical College, formally opened by LI HUNG-CHANG on the 19th December 1893; the Anglo-Chinese College, under the auspices of the London Mission; and many other schools of lesser renown. Indicative of the educational conditions here stands the following:—"The whole city of Tientsin is honeycombed with schools of one sort and another, and of the schools which may be classed as 'new' there would appear to be some 47 in all; of these, 12 may be termed Government schools, 10 are established by the local gentry, six by the Christian church, and three owe their existence to private enterprise."

If any defence were necessary for giving to this subject so much space, it could easily be adduced from the vital importance of this educational movement to the future of Foreigners and Natives alike, and from the fact that this attempt, in Chihli, to introduce and set going the complete equipment of new machinery will react, in its ultimate success or failure, upon the whole Empire with a power such as probably no force now impinging upon the domestic, social, or political life of the country is able to exert. If what Dr. GRIFFITHS did for the school system of Japan after her national revolution can be duplicated and improved upon in Chihli, and gradually spread over the rest of the Empire, the metropolitan province—and those who have laboured throughout the country to effect this revolution—will have reaped a rich reward.

(c.) The regular number of *chü-jên* degrees granted this province is 280. The *hsiu-ts'ai* are distributed among the different prefectures and independent sub-prefectures as follows:—

Prefectures.

Shun-tien-fu (順天府) . . . 490	Tientsin-fu (天津府) . . . 168
Pao-ting-fu (保定府) . . . 334	Chêng-ting-fu (正定府) . . . 237
Chêng-tê-fu (承德府) . . . 28	Shun-tê-fu (順德府) . . . 169
Ch'ao-yang-fu (朝陽府) . . . 16	Kuang-p'ing-fu (廣平府) . . . 188
Yung-p'ing-fu (永平府) . . . 148	Ta-ming-fu (大名府) . . . 186
Ho-chien-fu (河間府) . . . 232	Hsüan-hua-fu (宣化府) . . . 201

Independent Sub-Prefectures.

Tung-chou (通州) . . . 23	Chao-chou (趙州) . . . 97
Tsun-hua-chou (遵化州) . . . 59	Shên-chou (深州) . . . 71
I-chou (易州) . . . 18	Ting-chou (定州) . . . 58
Chi-chou (冀州) . . . 127	

(p.) to (r.).

(s.) **NATIVE POSTAL HONGS.**—An investigation of the local Native postal hong has failed to reveal any radically different system of management or of handling the postal matter from those described in the previously published Decennial Reports. Some few points, however, deserve a passing note. As the Native hong look upon the Chinese Imperial Post as the competitor that has taken from them much of their business, and are consequently very backward about imparting to its representatives information which they believe may be used to their detriment, many of the statements given by them as facts must, as a matter of precaution, be put tentatively.

The list of the various registered and unregistered postal hong given at the end of this Report (see Appendix No. 1), when taken with the map showing the development of the Imperial Post Office, should in future years offer interesting data for the study of the effect the I.P.O. is having upon the Native hong. It will be noticed, in this Appendix, that the rate for letters is 50 cash for circulation within the province and 100 cash for places beyond its border; this is the charge for light letters, while heavier ones probably have to pay a higher fee.

The hong collect letters from the houses and hong of the senders as late as possible before the hour of despatch; and couriers also pick up covers *en route*, receiving therefor 4 per cent. of the postage fee. Promptness of delivery is secured by having the carriers distribute the mails just as soon as they receive them from the railway or from the I.P.O., without first taking them to the hong. The presentation of "wine money" also induces speed. Although inquiries are made in all cases of the alleged loss of letters, ordinary covers are not paid for when lost; but those containing drafts or other valuables have the value declared on the outside, and for them a detailed receipt is given by the hong to the sender, just as, in turn, the hong obtains such from the addressee. The fee of 1 per cent. charged for this registration guarantees the return of full value in the event of loss. The couriers of the postal hong were formerly bearers of the news of exchange and market rates, but in this they have now been superseded by the telegraph. Yet the hong still continue their function as newspaper agencies, by receiving orders, delivering papers, and collecting subscriptions as a part of their regular work. Although there is no direct evidence of the bribing of employés on the railway, it is stated as certain that Native hong small mails are secretly carried by railway employés, who receive a regular monthly stipend for this service. The wages of the carriers range from 2,000 to 3,000 cash per month, which is supplemented by certain recognised perquisites, such as those mentioned above, and the regular donation of "wine money" at the greater festivals. On the other hand, the clerical staff are usually partners, or are otherwise interested in the success of the business; while the writers, if any are needed, receive from 5,000 to 6,000 cash a month. Then, too, part of the insurance fees on articles despatched goes to the staff.

Between the hong and their larger patrons there is often an arrangement whereby the patrons receive credit for the postal services rendered and only settle accounts quarterly, although no cases have been found here, such as are mentioned elsewhere, of an annual fee being paid by a hong to cover all its postal matter for the year.

CUSTOMS POST.—Probably due to the difficulty of maintaining connexions with the South during the winter months, Tientsin did not follow the example of the other ports in establishing a Local Post. Consequently, the Tientsin Local Post stamps advertised in various dealers catalogues were never used here, are entirely spurious, and can have been only the speculation of some private individual. Here, at Tientsin, the Customs Postal Department acted as the agent of the Shanghai Local Post in receiving and distributing its mails, and later represented other local offices. Mail matter for Shanghai itself was sent in direct bags, by this Customs Post, to the Shanghai Local Post for distribution, while matter for points beyond Shanghai went to the Customs Post there for further transmission. The Postal Department had a station at Taku, where mails were landed and shipped. Mounted couriers rode daily between Tientsin and Peking. During the winter, when Taku was closed to navigation, a courier service was maintained between Tientsin and Chinkiang, which was continued even after the establishment of the I.P.O. and until Chinwangtao had proved fully satisfactory as a winter port. At its initiation this service despatched couriers thrice weekly on the 12-day journey to Chinkiang, but in later years it provided a daily schedule.

CHINESE IMPERIAL POST.—The Imperial Post, which was established in 1897, had before the Boxer outbreak been extended, in this district, to Tangku, Tientsin city (one branch office and 10 box-office agencies), Tongshan, Shanhaikwan, Tê-chou, Tung-kuang, Ts'ang-chou, and Ching-hai-hsien; Peitaiho also had a summer office and Chinwangtao a winter station. The storm of 1900 swept all this away, with the single exception of the head office for the Tientsin Foreign Settlements. Reconstruction commenced almost immediately, however, by the re-establishment of Tangku in August and of one branch office in Tientsin city in September. In 1901 the offices at Tongshan, Shanhaikwan, Tê-chou, and Ts'ang-chou were reopened; in addition, another branch office, with 10 box-office agencies, was opened in the city, while Chinwangtao, Tsun-hua, and Fêng-jun began work. Since then the record of the years show: for 1902, six offices opened or reopened; for 1903, 18 opened; for 1904, six opened; and in 1905 there have thus far been five inaugurated.

The accompanying map, showing the ramifications of the Chinese Imperial Post in North China, has been made to include, besides the district of Tientsin, part of the district of Peking, the Peking sub-district of Kai-fêng, and the Cbefoo sub-district of Chi-nan-fu. These have not yet been shown in any of the Decennial Reports, and when seen *en bloc* they give a much clearer idea of what has been accomplished during the short existence of the I.P.O.

FOREIGN POST OFFICES.—Before 1900 there were but three Foreign post offices in this district—the German, Japanese, and Russian,—and these confined their operations to Tientsin. The French Consulate had a postal agency; and in earlier days the British also handled their mail in this way, but later they turned over the work to the Customs Postal Department. The arrival of military forces in 1900 brought German, Russian, Japanese, French, American, and British field post offices, of which the sole representative now left, in its purely military form, is the Indian field post with the British garrison. The German and Japanese were eventually merged into the civil offices; the French military post, together with the Consular agency, were closed when the regular French civil post was instituted; and the Russian and American offices

were withdrawn as their troops left. The Japanese civil post now has branches at Peking, Tientsin, Tangku, and Shanhaikwan; the German, at the same places; the French and Russian, at Peking and Tientsin; the Indian field post is at Peking, Tientsin, Tangku, Lu-t'ai, Tongshan, and Shanhaikwan; while all, except the French and Russian, open offices at Chinwangtao during the winter.

(t.) Two noteworthy extensions of the Customs functions at this port have taken place during the decade—one, the collection of the River Dues, which has been spoken of in section (i.), and the other, the issuing of Inward Transit Passes, referred to in section (b.). The extra work imposed by the former required an addition of three Shupan and Clerks to the Native staff, while the transit business made necessary the opening of a new office with a staff of nine Chinese. Then, in further connexion with the river work, the Commissioner of Customs has, by virtue of his office, been a regular member of the Hai-lo Conservancy Board, and in this position has taken an active part in the improvement and maintenance of the navigability of our watercourse to the sea.

The latest and, without doubt, the most important step in advance has been the assumption of the Native Customs work by the Maritime Customs; but as this did not come until the summer of 1902, when the Tientsin Provisional Government surrendered its authority, and as our successor will have before him the accumulated information in reference to the results which time has not yet provided, the treatment of the change and the subsequent developments will be left to him.

(u.) "From the Foreign point of view" there have been, during the decade and the few succeeding years, unusual activities in and about Tientsin along the lines of military and administrative matters. What the conditions were during the actual siege of 1900 and during the following months may be gleaned from earlier sections; but it must not be inferred that the withdrawal of the forces in the autumn of 1900 and the spring of 1901 marked a return to normal conditions, for, in consequence of Article IX of the Peace Protocol recognising the right of the Powers to occupy certain points in order to maintain free communication between the Capital and the sea, the Allies have kept guards at Peking, Huang-ts'un, Lang-fang, Yang-ts'un, Tientsin, Chun-liang-ch'eng, Tangku, Lu-t'ai, Tongshan, Lan-chou, Chang-li, Chinwangtao, Peitaiho, and Shanhaikwan. Altogether these number, at present, a few over 8,000 officers and men, of whom nearly 4,000 are here at Tientsin. The nations maintaining the largest contingents are the British, French, German, and Japanese, predominating in the order named. If these guards should be withdrawn, Tientsin would in many ways feel the effect of so radical a reduction of the Foreign population. A rapid fall in rents, servants wages, and the general cost of living, which have been above normal since 1900—and a probable depression in the Foreign retail business, which has been greatly extended to meet the demands upon it,—would mark their leave-taking. But it is impossible to say definitely, at this date, whether this will take place in a few months time or not for years yet.

With the growing importance of the interests of the various Foreign Powers in North China, several of the home Governments have taken steps to recognise the development by raising the status of their commercial representatives at Tientsin. In this way the Consulates of Great

Britain, Japan, and the United States have during the period been made Consulates General; while the French office, although generically the same as formerly, has been for some years administered by a Consul General.

Yet more strikingly significant, and of no mean interest to those alike who look on from the Foreign and Native view-points, have been the extension of the old and the creation of the new Foreign Concessions within the port. Those granted before 1900 partook of the usual character of such Settlements in any of the other Treaty ports—areas set aside for residence and business, to meet the demands of an expanding trade with the nationals of the country to whom the land was assigned; but those taken up after the troubles can hardly be said to have had that justification. The feverish haste displayed in pre-empting abnormally large areas was not warranted by the trade of the *cessionnaires* at the time nor by the commercial prospects of the port for the immediate future; political reasons, coupled with the desire to have a favourable site for possible trade developments in the more distant future, may be taken to have been the dominating motives. One possible result of the movement, that may prove of benefit to China, is the latent guarantee, in this localisation of the interests of several Powers, that no one of them shall be permitted to dominate the immediate vicinity or the province of Chihli as a whole, if there should be any tendency to do so. In other words, what at first blush appears to be a despoliation of Chinese authority may turn out a guarantee of her integrity.

The first Concessions were a direct outgrowth of the ratification of the Treaties of Tientsin in the autumn of 1860. In accordance with the terms of these, the Chinese Superintendent of Northern Trade laid out three tracts of land, for the use of the British, French, and American residents. The boundary stones for the first of these—the *British*—were set on the 28th December 1860; they enclosed the area of 460 *mou*, described on the accompanying map as the "British Concession." This strip along the river bank was destined to grow, from the little village of Tzū-chu-lin (紫竹林), as it was then called, to the busiest and most valuable portion of the Foreign Settlements of Tientsin. To-day it embraces practically all the wharves used by the sea-going ships that come up to the port and provides space for the greater portion of the port's trade.

Coming down to the decade under review, we find a very natural expansion of the area administered by the British authorities, as the need for more room had caused an overflow into the section adjacent to the original Concession. Dwellings having been erected west of the Taku Road, and a large portion of the land there having passed into Foreign hands, the need for administrative improvements became urgent. Accordingly the negotiations were opened which, on the 31st March 1897, led to the proclamation by the Taotai granting to the British authorities the exclusive administrative rights over the 1,630 *mou* embraced within the new boundaries. It should be observed that this proclamation did not give rights in perpetuity to the land, such as the authorities acquired in the original Concession, but only exclusive administrative rights; and that, therefore, the term "Extra Concession" is, to this extent, a misnomer. The official name of this addition is the "British Municipal Extension," just as the old American Concession has come to be known as the "British Southern Extension." In the same way, the large plot of 3,928 *mou* outside the Mud Wall is technically the "British Extra-Mural Extension"—not

"Concession," as it is commonly called. This accretion, although acquired in 1900, when all the old Concessions took the opportunity to extend their borders, has not yet been actively taken in charge by the Council, because, right at the outset, the construction of roads and other general improvements would require an outlay that does not find justification in the present demand for more room nor in the prospects of an early liquidation of the necessary loan by the income from municipal sources.

In the British Municipal Extension it was found necessary to elect a separate Council and to maintain separate accounts from those of the Concession. But as the Concession was a large owner in the Extension, and many of the Concession residents also held plots there, it was decided to elect to the new Council the members of the Concessions Council and four others. This arrangement has made possible the carrying out of the administrative work of the Extension by the executive staff of the Concession, as well as ensuring ready financial support. The Concession has aided the Extension throughout its early years, until now it is beginning to stand upon its own feet. Its report for last year shows, from land taxes, rental assessments, general licenses, etc., a revenue of $\text{T}a$ 48,507, in comparison with $\text{T}a$ 2,656 during 1899 (the first year any revenue was collected) and $\text{T}a$ 12,728 for 1901. For the same years the expenditures were $\text{T}a$ 71,207, $\text{T}a$ 4,721, and $\text{T}a$ 21,815; of these, the largest items have been disbursements for public works and for the general improvement of the Extension. The deficit has been cared for by a loan of $\text{T}a$ 100,000 in 1904, and a half of the British Municipal Loan G, of $\text{T}a$ 60,000, which was issued to cover the cost of erecting the British market.

In the administration of the Concession itself the decade has witnessed great strides. The most noticeable changes, of course, are the improvements in roads, the added wharfage and hunding, and the number of new buildings, which have been referred to in section (h.); but the really more striking ones are those shown in the financial statements of the Council. In 1891 the receipts were only $\text{T}a$ 22,892, against $\text{T}a$ 85,175 for 1904. The chief sources of this income have continued to be mooring fees and Bund rent—that is, revenue from the trade of the port,—although since 1900 the returns from jinricsha licenses have mounted up so rapidly that in 1901 they exceeded both the above items, and took only second place in 1902 and 1904. Although the mooring fees and Bund rent increased about one-half in gross amount during the decade, and doubled in 13 years, the following statement shows that the other sources of revenue have yielded so much more that these principal items now return a much smaller per-centage of the grand total (the figures given are not carried to decimal accuracy):—

	1891.	1901.	1904.
	Per Cent.	Per Cent.	Per Cent.
Mooring fees	38	17	20
Bund rent	36	11	16
Land tax	4	2	5
Rental assessment . . . . .	...	4	10
Jinricsha licenses	1	18	17

The rental assessment figures appear first in 1893. In spite of the fact that the siege and military occupation of Tientsin imposed upon the Concession much loss of revenue, owing to the embargo

on trade, the Council was able by the end of 1901 to report that the resuscitation of commerce had restored the income to its former level. It is not difficult, then, with these records under the eye, to appreciate the statement that the growth of the British Municipality at Tientsin has been unusually rapid during the closing decade of the old century, and of a character to warrant the prophecy that there will be a continued healthy, intensive development.

One other addition to the British-administered territory remains to be mentioned—it is the plot which was originally set aside as the American Concession, but which has never been actively taken up by the United States authorities. Some Americans, at the outset, bought property within the area directly from the Chinese owners, and, moreover, there was a quasi-jurisdiction exercised over it by the United States Consul between 1860 and 1880; but in the last-mentioned year the tract was relegated to its former status, and so for some time has appeared interchangeably, on various maps, as the "American" or the "Chinese" Concession—the latter an amusing anomaly. There is no record to show that any actual concession of the territory to the United States was ever made; the land seems simply to have been reserved with that in view. But in 1902 it became formally a part of the British-administered territory, under the name of the "British Southern Extension," by virtue of the Taotai's proclamation of the 23rd October granting the same exclusive rights of administration as had been conveyed in the first Extension. The area thus added to British control was 131 mou.

The French Concession followed the British by only a few months. In accordance with the Treaty provisions, the representatives of the two Powers selected a tract just above the British reservation, embracing 360 mou of land, and on the 2nd June 1861 a convention was signed setting forth the boundaries of the plot and embodying the detailed regulations of the transfer. A slight error is apt to occur in reading the recent maps that have been made of the Concessions (and from which the one accompanying this section has been compiled), in that the French Concession is shown as extending to the Taku Road; and one is therefore apt to think that this means the original Concession. Such is not the case. It will readily be seen that this would give too large an area when compared with the original British tract. When the recent extension was made, it was arbitrarily decided to extend the Concession to the Taku Road and embody what land was to be taken up west of that highway in the Extra Concession. The western boundary of the original Concession ran from the north-west corner of the British Concession to a mark on the river bank some distance east of the point where Taku Road debouches into the Bund.

As a result of the development of the French community, a movement was started in April 1896, by the Municipal Council and the Consul General, looking to an extension towards the west. It probably would have come to fruition well before the Boxer outbreak, but for the fact that the negotiations with Great Britain, in reference to protecting the rights of British subjects who held property within the area selected for annexation, were prolonged until December 1899. At this time the French home Government liberally met the wishes of Great Britain, and thus put itself in a position to conclude the negotiations which, it was hoped, would lead to a satisfactory arrangement with the Chinese; but before this could be done the 1900 troubles interposed for another delay. Consequently it was not until towards the close

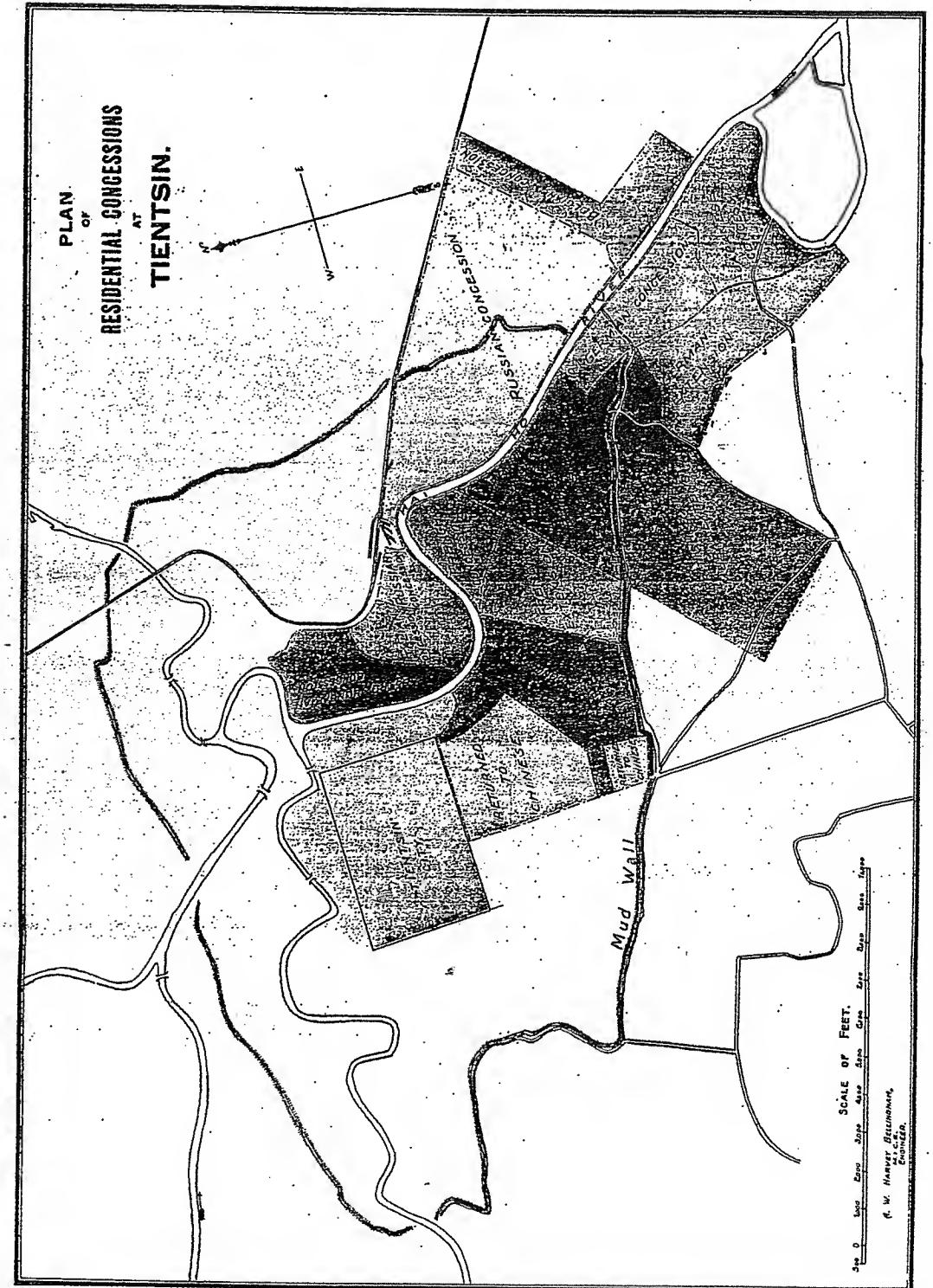
of that eventful year that the Extra Concession was taken up. At the meeting of the 20th December 1900—the first held after the troubles of that year—Count DU CHAYLARD, Consul General for France, presented to the Council the plan for the newly-acquired Extra Concession just as it is to-day. This added 1,380 *mou* to the original Concession.

Among the more important public works of recent years in the French Concession have been the extension of the system of roads, the installation of an electric-lighting plant, and the enlargement of the public market which is now in progress. The electric-lighting plant began rendering service throughout the Concession at the commencement of 1902, and has since been twice compelled by the growing demand to add to its equipment, until its capacity has been raised to 468 kilowatts.

It is well worthy of note, even at the risk of uttering a platitude, how truly international the life of such a port as Tientsin is. Nowhere does this come out much more impressively than in a study of the various systems of government and regulation which exist within the small area of the Foreign Settlements. The thought had its origin in the fact that the method of selecting the members of the French Municipal Council differs so materially from that in vogue in the British Municipality—where election by the landrenters obtains. The French Council consists of the six landed proprietors paying the highest taxes and the three tenants paying the highest rent. The French Consul General is the President of the Council, as well as the *ex officio* President of the commissions of Finances, Health, and Public Works. Force is given to the Council's orders and plans by the Secretariat, the Police Department, and the Board of Highways.

The original German Concession was secured by the convention made with the Chinese authorities on the 30th October 1895. As shown on the map, it skirts the river south of the British Southern Extension, and it contains 1,034 *mou* of land. The terms of the Concession were the usual lease in perpetuity, subject only to the payment of the land tax, which was fixed by the convention at 1,000 large cash per *mou* annually, and which is collected from the land-owners and paid over to the Magistrate by the German Consul. The German Government also agreed to pay to the Chinese Government $\text{Fla } 75$ a *mou* for the land, while the Chinese Government, inasmuch as the German authorities were acquiring the land from it and not from the land-owners, undertook to expropriate the holders according to the assessments of a mixed German and Chinese commission. These terms of the agreement have been given in detail as they are fairly representative of the agreements made for all the Concessions.

The German Concession was inaugurated on the 15th December 1895, by an appropriate ceremony just outside the old Mud Wall; at which many prominent officials were present. With the assumption of control over this territory, the German authorities introduced a novel system of administering a Concession—one quite different from any adopted by the other Powers. The Government in 1897 entered into a contract with the Deutsch-Asiatische Bank, which agreed to provide the above-mentioned $\text{Fla } 75$ per *mou* for the land, to plot and lay out the Concession, and to construct roads and bunding for the use of the residents, in return for the transfer by the Government of the title to the land and the concomitant right of private sale. Moreover, the bank bound itself, when the residents should become numerous enough and should secure



permission to form a self-governing community, to surrender to it without cost the title to the land devoted to streets, parks, and public places and to forgo municipal administrative powers. Under this arrangement, in 1899 the bank ceded its rights to the Deutsche Niederlassungs-Gesellschaft, a limited company formed for the purpose of exploiting the Concession. This company has laid out and constructed an ample system of roads, carried through bunding operations, and managed the Concession affairs with satisfactory success. Only the northern section, above the canal, has thus far been extensively developed, while the southern portion still continues to be entirely the property of the company, and is now largely occupied under lease by the military authorities. A voluntary house and shop tax, together with minor license fees, have helped to meet the expenses of administering and policing. Throughout all the transactions the Consul, as the representative of the Government, takes care to see that the terms of the contract are fulfilled. Just recently (3rd June 1905) the Reichstag has passed an Act carrying permission to the residents of the German Concessions at Tientsin and Hankow to form themselves into self-governing communities; so that in the near future it is hoped that a Municipal Council, elected from among the residents, will supersede the Niederlassungs-Gesellschaft in the administration of the Concession, and this company will then exist merely as a private corporation holding certain properties for development, lease, and sale.

The German Extra Concession came into existence by the convention of the 28th June 1901, ratified on the 20th July of that year. This carried essentially the same terms as that granting the original Concession. The area has not yet, however, been actively taken over, and the convention only stands in the character of a reservation against the future. By it the present land-owners are left in possession, and are free to transfer their property as they wish, save that they may not sell to Foreigners without the express permission of the German Consul. It is said by those in touch with the future policy of the Concession that the Extra Concession will not be taken up unless the Chinkiang-Tientsin Railway is installed.

The only other Concession opened before 1900 was that of the *Japanese*. In the Protocol signed between Japan and China, at Peking, on the 19th October 1896, authority was given for Settlements for the exclusive use of the Japanese in all the Treaty ports; and, in accordance with this provision, a convention was signed on the 29th August 1898 setting aside a strip of land just above the north-west line of the present French Extra Concession. This contained 1,667 *mou*. Then, on the 1st November 1900 the Japanese Consul declared administrative control over all the section between the French Concession and the south wall of the city, besides a considerable tract along the bank of the Hai-ho south of the German territory; but by an agreement of the 24th April 1903 Japan returned this piece, as well as the major portion of the extension near the city, under the reservation that in case she should in future desire to add them to her holdings she should be permitted to do so. In keeping at this time the Hai-kuan-ssü (海觀寺), or Western Arsenal, and a strip running along the river bank above the original grant, she added 399 *mou* to her tract.

Many improvements were made within the original Japanese Concession before the 1900 troubles, yet by far the greater progress has marked the period since that date. During the siege practically all the buildings were demolished or burned, so that it was necessary to begin almost

anew. Streets have been laid out, many Chinese houses have been removed to give place to Foreign-style dwellings and hongs, and considerable filling in has been done to raise the general level to that of the Bund. Here the excellent road constructed by the Tientsin Provisional Government has been maintained and improved; and in the summer of 1904 a 300-foot wharf was erected, at a cost of \$8,950, to accommodate the shipping that comes directly to the Concession in the form of lighters and Native boats. A much-appreciated improvement also came in the extension over the Concession, in the spring of 1903, of the Native city system of waterworks. Such developments one takes to be so much matters of course, during these go-ahead years, that one hardly stops to wonder at a yearly outlay of 251,895 *yen*, against an income of 7,137 *yen*, as the records for 1902 show. This policy, however, finds its justification in the rapid increase of Japanese interests in China, which may be partially appreciated, in its local aspect, by observing that the number of Japanese business houses here has risen during the decade from four to 21.

The four new tracts taken up since the siege, on the east bank of the Hai-ho, do not call for extended notice, because they have as yet been developed but very little. Russia has the largest—5,971 *mou*—and most favourably located segment, offering really excellent accommodation for the future possible expansion of the shipping of the port, inasmuch as her holding lies directly opposite the British and French Concessions and has the most convenient access to the railway station. She entered into possession of the land on the 5th November 1900, when "the Russian Minister issued a notification to the Consular Body to the effect that, whereas on the 23rd of June and several previous days Russian forces defended the Foreign Settlements against the attacks of the Boxers and Imperial troops on the opposite side of the river, near the railroad station, which defence entailed the loss of Russian lives, the Russian Government reserves to itself the exclusive right of ownership to the territory, on the other side of the Peiho, lying between and including Tientsin station, on the one hand, and Messrs. MEYER & Co.'s kerosene oil godowns, some 2 miles down the river, on the other." Since that time some 5,300 feet of roads have been metalled and finished, and the Consulate and three blocks of houses near the railway station have been erected.

Next came the Belgian Concession, sanctioned by the conventions of the 16th August 1901 and 6th February 1902. It has a river frontage of 1,168 metres, and embraces 1,427 *mou* of land. At present it is under the provisional administration of the Belgian Consul, pending the formulation of definite regulations by the home Government. No improvements have thus far been undertaken.

Then, above the Russian Concession, the Italian Government occupied a block of 722 *mou* on the 1st February 1901, which was confirmed by the agreement signed on the 7th June the following year. About one-quarter of the land is covered with dwellings, while the remaining three-fourths is open ground. The administration of the Concession rests in the hands of the Italian Consul. No very important improvements have yet been attempted.

It remains but to note the Austro-Hungarian Concession as the last to be acquired. The tract contains just 1,200 *mou*, and embraces that portion of the suburbs of the Native city known as Ho-tung (河東), lying directly across the Hai-ho from the old east wall of the city. In the convention of the 20th June 1902 the usual terms of lease in perpetuity and of expropriation rights were embodied. Up to the present a new Consulate and an administrative building have been

erected, and additional improvements of some magnitude are planned. But by far the most interesting feature of the Concession is its form of administration. As the land-owners and inhabitants are almost all Chinese, a system of control has been devised by which power is largely vested in an administrative secretary and a council of six of the leading gentry of the Concession. These men receive petitions from the Natives, pass upon them at their weekly meetings, and exercise general administrative control. Thus far the plan has worked very well, and seems to be offering an excellent opportunity for gaining experience in self-government.

TIENTSIN PROVISIONAL GOVERNMENT.—Great as have been these developments and improvements in the Foreign Concessions, they cannot compare in importance with the administrative revolution which took place in the Native city under the *régime* of the Tientsin Provisional Government. This Board of Governors, organised on the spur of the moment under the pressure of military necessity, in the short space of two years established a precedent for the administration of Chinese cities which, if it could be followed throughout the Empire to-day, would work such a sanitary, educational, financial, and general administrative reform as would eclipse any similar change in the history of modern times. That the benefit of the example may, however, to a large degree be lost is a warrantable fear; and, consequently, everything possible should be done to keep this work before the Native and Foreign public. With this in mind, it is my purpose here to outline, as fully as the available material and space will permit, the history of the organisation of the Tientsin Provisional Government, its operations, and its recession to the Native authorities. Unfortunately, the archives of the T.P.G. (as it is more commonly spoken of), although accessible at H.B.M.'s Consulate in Tientsin, are in such condition that weeks of sorting and classification would be necessary to ferret out the detailed statistical information that would add so much to an account of the administration's work. Generalisations will therefore have to be accepted in many places where definite figures would speak more forcibly. When the fuller history of the T.P.G. shall be written, it should contain information making it an indispensable *vade mecum* for those attempting similar administrative work in the future.

Just a few days after the Native city was taken by the Allies, they created a military government, to be known as the Provisional Government of Tientsin, by the promulgation of the following Regulations:—

"The city of Tientsin having been occupied by the Allied forces, it has been decided to constitute a provisional administration, under the style of 'The Council of the Provisional Government of the City of Tientsin.' The Council shall extend both over the city of Tientsin itself and also over the surrounding country as far as the Mud Wall, excepting—

- "(1.) The Foreign Concessions—German, English, French, and Japanese.
- "(2.) Aresnals, camps, railways, telegraphs, and other military institutions already occupied by the Allied forces.

"The Provisional Government shall take in hand the following matters:—

- "(1.) Re-establishment of order and security within the precincts of the city and in the territory placed under its jurisdiction.
- "(2.) Sanitary precaution in the city, in this territory, and in the suburbs, to prevent epidemic and other diseases.

"(3.) It shall aid the Allied forces in finding camping grounds, and shall procure for them provisions and means of transport—draught animals, carts, boats, coolies, etc.

"(4.) It shall draw up an inventory and take the necessary steps for preserving property, moveable and immovable, belonging to the Chinese Government, as well as that of private individuals abandoned by the owners.

"(5.) It shall take measures to prevent famine among the Natives.

"The Provisional Government shall be represented by a Council composed of three members, enjoying the same rights, elected by the military Commandants of the Allied Powers operating in Cbihli. The Council, being the creation of all the Powers, shall enjoy, within the territory entrusted to it, absolute independence, and shall as far as possible comply with all requests addressed to it, whether coming from the Commandants of the Allied forces or from Consuls of Foreign Powers. In case of a difference between the Council and one of the Commandants of the Allied forces, or between the Council and one of the Consuls, the question shall be submitted to arbitration before the assembled Commandants or the Consular Body, according to the character of the point in dispute. If no settlement can be arrived at by these means, the dispute shall be submitted to the decision of their respective Governments.

"The Council shall have the right—

"(1.) To establish and publish Regulations on matters which concern Provisional Government.

"(2.) To impose on Natives laws, taxes, and contributions, and to collect the lawful imposts of the Chinese Government.

"(3.) To seize or take under its control all valuables, as well as documents, which may be found in Government buildings and in private places abandoned by their owners.

"(4.) To dispose, as the necessity arises, of all moveable property belonging to the Government, excepting that which belongs to the military administration, and to proceed to the sale of all property, moveable or immovable, confiscated from the Native inhabitants.

"(5.) To employ the sums placed at the disposal of the Council for necessary expenses.

"It is understood that an advance of funds will be made to the Council by the Powers to which the members of the Provisional Government belong, with the object of providing for the first expenses before the finances of the city have been organised. The sums advanced shall be repaid from the first funds received in the collection of taxes and imposts.

"Besides its right of supreme police control, the Provisional Government shall be invested with corresponding judicial power. It may inflict punishment on Natives, confiscate their goods, and, in case of necessity, punish them with banishment and death. As regards Foreigners, both military and civil, the Council shall exercise over them only rights of police. Foreigners who infringe the Regulations shall be arrested, and a written statement of the evidence gathered from their examination immediately drawn up. They shall then be handed over, within 24 hours, to the military authorities or their proper Consuls.

"The Provisional Government shall be assisted by the following departments: (1) General Secretary, (2) Police, (3) Board of Health, (4) Treasurer, (5) Administration of Property belonging to the Government and to Private Individuals who have fled, (6) Military, (7) Judicial, (8) Public Food Supply. In addition to these, each member of the Council shall have a private secretary. The functions of each of these departments shall be defined by their names only; as to details, they shall be bound by the special instructions of the Council. Each department shall be composed of a chief and of a subordinate staff, according to need. The *personnel* of the administration may be chosen from military and civilians alike. All persons attached to the service of a Foreign Government which shall take part in the administration of Tientsin shall keep their actual posts as well as the additional appointments, just as in the case of those who serve the Provisional Government without occupying any official position."

Having developed a feeling of stability and won the confidence of its creators, the Council applied to the Allied Commanders, in November 1900, for an extension of their jurisdiction over sufficient territory to ensure the safety of Tientsin's communications and sources of supply. The Generals, in approving the amended Regulations, which changed the style of the Government to "The Provisional Government of the District of Tientsin," provided them with the following liberal authority to extend their territorial limits:—"The jurisdiction of the Council shall extend over the city of Tientsin, and over all the surrounding territories where the establishment of the Provisional Government shall appear necessary to assure the security of the city of Tientsin, to complete the public works, to maintain the communications by the rivers and canals, to protect the markets where the city of Tientsin secures its provisions, and to protect goods in transit to or from the interior." Under this permission the Council pushed out its bounds to include a strip of country, on both sides of the river, extending, roughly, from the Gulf of Pechili to a line about 25 kilometres to the west and north-west of Tientsin. This tract was divided for administrative purposes into five departments, known as the districts of Tangku, Chün-liang-ch'êng, Tientsin South, Tientsin City (or the Metropolitan District), and Tientsin North, over each of which, with the exception of the Metropolitan District, was appointed a military officer under the designation of Chief of the district. The district of Tangku included Pei-t'ang, on the coast north of Taku, and about an equal distance south of the river's mouth, while it extended up the river just past Ko-ku (葛沽). Next, on the west, came the district of Chün-liang-ch'êng, spanning the river up to a point 3 miles below the Mud Wall; in places this district had a breadth of about 35 kilometres. Above this, the district of Tientsin embraced the territory within the Mud Wall and about an equal amount just without it. That of Tientsin North stretched away from the city for about 16 kilometres, bounding in its western half the upper side of the district of Tientsin South—this reached a line, roughly, 14 kilometres to the south, just including the town of Yang-liu-ch'ing (楊柳青). In the four country departments the Chief of the district organised and superintended a staff independent of that of the Metropolitan District, and wielded more nearly an absolute sceptre than any one official within the city, although he was at all times under the orders of the Council.

As originally constituted, the Council consisted of Colonel—afterwards Major-General—DE WOGACK, representing Russia; Lieutenant-Colonel BOWER, for Great Britain; and Lieutenant-

Colonel AOKI, for Japan. Then, in November 1900, in pursuance of an agreement made between the Commandants of the Allied forces during the previous month, there were added to the Council a German, a French, and an American representative, thus raising the number to six. The new members were Major VON FALKENHAYN, Colonel ARLABOSSE, and Major FOOTE, nominated respectively by Count VON WALDERSEE, General VOYRON, and General CHAFFEE; they took their seats at the Council board on the 13th and 14th November. Major FOOTE, however, served only until the 10th May 1901, when the withdrawal of the United States troops from North China necessitated his resignation. Later—15th April 1901—Italy gained representation in the appointment of Commandant CASANUOVA, who served throughout the Council's existence. During the few days between the 15th April and 10th May (when Major FOOTE left) the Council consisted of seven members, but afterwards the number remained permanently at six.

In the various departments the following initial appointments were made: Mr. CHARLES DENBY, jun., chief of the Secretariat; Mr. C. RUMP, head of the Treasury; Captain MOCKLER, Chief of Police; Dr. DEPASSE, Medical Officer; Dr. C. D. TENNEY, Chinese Secretary; and Mr. W. S. EMENS, Magistrate. These heads of departments, with their associates and those afterwards added to their number, bore the brunt of the administrative detail which always accompanies such an undertaking. To their untiring efforts much of the T.P.G.'s success is due.

Before the final dissolution of the Council a few changes took place in its *personnel* which should be noted. From the 1st October 1900 to the 1st February 1901 Colonel WORONOW was substituted for Major-General DE WOGACK while the latter was on leave; then on the 1st April 1901 Colonel HARADA succeeded Lieutenant-Colonel AOKI; the 2nd December of that year witnessed the withdrawal of another of the original members, Colonel BOWER, in favour of Colonel O'SULLIVAN; thus leaving but one of the first triumvirate, General DE WOGACK, to serve throughout the whole term—as he was, however, on leave when the T.P.G. transferred its authority to the Native officials, none of the names of the organisers of this administration appear on the papers effecting the transfer. The French Commander-in-Chief substituted Captain JULIAN for Lieutenant-Colonel ARLABOSSE on the 16th January 1902, but the latter resumed his place on the 23rd April.

This Council first assembled at the Viceroy's yamèn on the 30th July 1900, to face a problem in practical government complicated by all that the chaos of capture, loot, and military occupation of a city could add to the ordinary difficulties of administration in peaceable times. Banks had been looted of their silver; shops had lost their stocks-in-trade; fear had driven business men and customers alike from the city; trade in even the necessities of life had undergone a seemingly irreparable upheaval; and everywhere the poisoning presence of grim reminders of a fallen city endangered the health of Native and Foreigner alike. Were it our purpose to pronounce a eulogy, instead of simply to record, matter enough presents itself, in the achievement of resolving this confusion, to form the basis of unstinted praise.

The Government at once entered upon a campaign to clean up and purify the city and to give it a better system of drainage. The condition of some of the people was pitiful. Gradually almshouses were established, and direct aid furnished the indigent who could not secure livings in the pursuit of their ordinary occupations or upon the works started by the Government. Banks and business houses were encouraged, and active measures taken to win back the

trade in this busiest mart in North China. At first the road proved so far from smooth that critics of the young Government found faults in plenty to magnify, while the Natives seemed loth to trust themselves and their property to the new power. Gradually, however, returning confidence and growing appreciation of the advantages of systematic rule oiled the wheels of trade and progress, so that within but a few months after its creation we find the Government returning from its revenues—chiefly derived from trade and commerce—the moneys advanced for initial expenses by the Powers represented in its Council. Well in the van of the privileges most appreciated by the Native population were the fixed system of taxation and the freedom of the Civil Court of the Judicial Department, where citizens could have their disputes adjudicated without submitting to the worrying delays of other days. Synchronously with these valued innovations came the beginnings of the work by the department of Public Works, resulting in the construction of ample thoroughfares to carry the traffic of the previously cramped alleys, and of quays along the Grand Canal and the upper reaches of the river to afford better accommodation for the shipping that plies these streams. Later, when material welfare had become assured, the scholastic side of the Chinese character was appealed to by the foundation of a public library containing the best Chinese works, together with magazines and periodicals of all kinds and books in other tongues for those who could enjoy them. Little wonder, then, that when recession to the former authorities was being discussed, many of the leading Chinese of the city petitioned for the continuance of this power, under which, as a local journal put it, Tientsin "had witnessed more civic improvements in one year than in its previous five centuries."

Before taking up more in detail the various important works of the Council, and the means provided for these works, it may be well to round off this summary by a reference to the terms under which the T.P.G. transferred its power to the Chinese authorities. It must be kept in mind that this power had been the creation of military men, in occupation of Chinese territory at a time when no local authority existed to administer law or to ensure the Foreign community against further Boxer outrages. How, then, to secure recognition and validity for the acts of this seemingly alien power in the eyes of the returning former authority, and to protect those persons who had assisted the Government—as well as to ensure a permanency of the works created and begun by it,—were the crucial points of the recession negotiations. This was done by extending the fiction that the Allied Powers had never been at war with China, but had only been assisting her to quell an internal uprising, to embrace the acts of the T.P.G. as a part of this assistance, and by this means to clothe such acts with the approval of the Chinese Imperial Authority itself. In this way the executive orders of the Council were given permanent standing, franchises granted were recognised, and a continuance of the general policy of the Government was to a certain degree assured. To quote the exact words from the propositions of the Council "for the rendition of the Government to the Chinese authorities": "Given that the Allied Powers have always maintained that they have not been at war with China, the Provisional Government ought to be regarded as having acted for the Chinese Government, and the Chinese Government ought to recognise the validity of all its acts, as if they had been done in the name of the Imperial Chinese Authorities themselves." Then, besides the conditions the acceptance of which the Council considered indispensable, there were incorporated in this basis for recession recommendations on which the Council did not insist, such as the establishment by the

Chinese Government of a port and river police and a continuance of the Council's system of sewerage and of cleaning the city.

Following now the suggestion above, of taking up the most important achievements of the Council, one is safe in saying that the T.P.G. will live longest in the minds of the people as typified by its Board of Public Works. Prominent among the works of this department are the roads previously mentioned. Along the banks of the Hai-ho and the Grand Canal a wide macadamised boulevard offers excellent accommodation for the traffic to and from the city, and runs right up to the Viceroy's yamén. Formerly this foreshore cradled a nest of dirty, squalid huts and shops that betokened the old as forcibly as the boulevard embodies the new. Farther down the Bund, in the French Concession, at a point just opposite the railway station, the Council began the erection of a swinging bridge, which was completed after their term of office, but with funds left by them for that purpose. Then, at the upper end of the foreshore, the boulevard runs into an equally well-made road that follows the course of the old city wall right round the former *enceinte*, giving a circulatory artery for the traffic of the town that is exactly antipodal to the old pile of masonry that stood for mediævalism with all its progress-checking tendencies. In addition, the two main streets through the city, between the opposite gates, were straightened and widened, and many other lesser road and street improvements, aggregating much, were carried out.

Mindful of the benefits, one turns without hesitancy to the chronicle of the old city wall's demolition, although, from the Chinese point of view, this appeared to be an act of vandalism and disregard of the feelings of others wholly unjustifiable by any reasons that could be advanced. Leaders of the gentry petitioned that they be not subjected to the disgrace of living in a city without a wall when the Council announced its decision to remove it. But military and hygienic reasons prevailed. It had been too sadly proven that from its ramparts the Concessions could be effectively raked by shot and shell, while about its base clustered tumbling huts and scores of disease-breeding pools. The work of removing it began early in 1901, and was carried rapidly to completion. The contractor, for \$10,000 and 10,000 sacks of rice, levelled the structure, retaining as his own the whole bricks—that have since, by the way, been largely used in the rehabilitation of the French and Japanese Concessions—and surrendering to the Council the broken ones for road-making. The metalled avenues, following close upon the heels of the destroying forces, taught the petitioning citizens how little they realised before the relative importance of wall and highway. Property-owners along the wall were satisfactorily reimbursed for the ground taken for the roads—a policy carefully followed by the Council in all its dealings with the Chinese.

With the wall of the city razed, the Government once more turned its hand to works of demolition—this time far more extensive than the one it had just accomplished. Article VIII of the Peace Protocol gave full warrant to the Foreign Powers to remove the Pei-yang Forts and the camps in this neighbourhood which "could prevent free communication between Peking and the sea." But already the Commanders of the Allied forces, under date of the 20th June 1901—the Protocol was not signed until the 7th September,—had communicated to the T.P.G. their decision to have the fortifications demolished, and had asked the Council to take measures with reference to those within its jurisdiction. This the Council did by beginning on the 25th September to tear down the Black Fort, which had been such a volcano of shells during the trying days of

the siege. By the end of its *régime* the T.P.G. had demolished, in addition to the Black Fort, the following works at Tientsin: the Chung Ying, Ch'ien Ying, and Hou Ying, and several camps along the Lu-t'ai Canal; at Pei-t'ang, six forts; four forts at Shanhaikwan, seven at Taku, and those of Lu-t'ai, as well as the camps at Hsin-ho. And thus it was that the legitimate defences of the Empire were sacrificed on the altar of Boxerism.

It is more satisfactory, and pleasanter far, to turn again to the constructive features of the Council's work. Under it the people probably appreciated no other improvement in the domestic economy of the city so much as the installation of a system of waterworks. Early in March 1901 Chinese and Foreign capitalists applied for a franchise to instal and operate such a system for the Native city, which was granted on the 13th of that month. The Council attached to the franchise conditions stipulating that the water should be taken from the Grand Canal at the point where it passes the Mud Wall; that a filtering system should be installed; that hydrants for use in case of fire should be placed at intervals of 225 mètres; that hydrants for the sale of water should be located not more than 450 mètres apart; and that the price of water should be the same as that in the Native city of Shanghai, but never to exceed 12 cents per cubic metre. In carrying out these conditions the company has given the city a supply of clear water such as its masses never dreamed could be procured.

As the waterworks supplied hygienic benefits, so had the system of policing the city and its surroundings assured a degree of peace and safety far in advance of the old conditions. Soldiers of the several nationalities represented formed the backbone of the corps, to which were added a goodly number of Natives. Later came the formation of the corps of river police, to patrol the Hai-ho, parts of the Grand Canal, and the Peiho, and to reduce, if possible, the large amount of thieving that had fallen so heavily upon the shipping of past years and was at this time particularly annoying. As first constituted, in July 1901, this force consisted of 60 Chinese policemen and nearly the same number of Italian sailors, all under the command of Captain DENTI, of the Italian Navy. As their working equipment they had eight junks and a steam-launch, besides several ponies attached to the various stations along the river to provide means for patrolling the banks. In passing, one ought to mention the great credit due to Captain DUCAT, of the Indian Army, Commander of the district of Chun-liang-ch'êng, for his successful campaign against the river thieves, in which he disclosed and broke up an organised system of stealing goods from the lighters on their way up from Taku. The river police did excellent service. Among other things, they materially assisted the Hai-ho Conservancy Board by guarding their works against injury and interference.

It will be remembered, from an earlier passage, that river conservancy was a strong influencing motive in the extension of the Council's power over a larger area, and that the T.P.G. appointed from among its members, in the spring of 1901, a special committee to supervise the conservancy work to be done by its engineers, but soon after the appointment restrained the committee's activity, pending the clearing of the official atmosphere. Without going further into the merits of the controversy which clogged for a time the attempts to begin active measures for amelioration, it should, in justice to the Council of the T.P.G., be put on record that it resolved to take aggressive action to initiate and give financial stamina to a definite scheme of river conservancy before the impending close of its career should render such assistance

impossible. Whatever criticism may be passed upon the failure to observe all the official amenities of the situation, the credit for this definite, go-ahead action—when such action was sorely needed and its results fairly assured—should not be withheld. Furthermore, when Count VON WALDERSEE cut the Gordian knot by creating the Hai-ho Conservancy Board, the T.P.G. adjusted its policy to the new situation, and gave the financial support that made possible the immediate undertaking and completion of the first two cuttings. The Council offered to duplicate—within the limits of its treasury—any sum the Foreign Concessions would raise; and, in pursuance of this agreement, appropriated $\text{T}a$ 250,000, to double the like amount raised by Hai-ho Conservancy Loan A for these works. Its monthly contribution of $\text{T}a$ 5,000, from the 1st June 1901 to the 15th August 1902, provided the very necessary maintenance fund which rendered the sustained prosecution of a uniform policy possible. Probably at no other point did the T.P.G. touch so vitally the interests of the Foreign community of the port. Its contributions, counting in the $\text{T}a$ 15,000 appropriated for the initial expenses of the survey of the Taku Bar, amounted altogether to $\text{T}a$ 337,500, besides some additional grants for minor maintenance and repair works. It may well be said that this expenditure of energy and money, for the benefit of the port in general, earned to the full its meed of gratitude and praise.

But all that has gone before is merely a preface to the lesson which this—if the phrase be permissible—laboratory demonstration of practical government in China should teach. One cannot have read through the above list of public works and general administrative accomplishments, not forgetting the material expenditure imposed upon the Government by the demolition of the forts, without asking, Whence came all the necessary funds in this short space of two years? An examination of the sources and of the gross amounts of the revenue, besides answering this query, will show the immense possibilities in the administration of Chinese cities.

The income of the Government was chiefly derived from its domestic duties—which included dues to and from Tientsin (misleadingly called "import and export duties" in its records), inward and outward Likin taxes, and duties collected at the barriers,—house taxes, and shop and boat licenses, although a material proportion came from various other fees and licenses that are worth including as a part of the study. The octroi were levied at $2\frac{1}{2}$ per cent. *ad valorem*, in accordance with the former tariff in force with the Chinese. 20 candareens was charged for stamping each Likin receipt amounting to more than $\text{T}a$ 5. Wharfage Dues at 2 per cent. of the Duties on the exports and imports of Chinese merchants were gathered by the Imperial Maritime Customs. The house tax came from a 3 per cent. assessment on the annual rent. Ferry-boats yielded $\text{T}a$ 0.50, $\text{T}a$ 2, or $\text{T}a$ 5 monthly, according to classification; while other boats were divided into five classes, paying from $\$3$ to $\$12$ monthly respectively. Monthly shop licenses, of six grades, ranged from $\text{T}a$ 1 to $\text{T}a$ 20; inns paid $\text{T}a$ 1, $\text{T}a$ 1.50, and $\text{T}a$ 2.50; restaurants, $\text{T}a$ 2.50 and $\text{T}a$ 5; pawn shops, $\text{T}a$ 10 and $\text{T}a$ 28; distilleries, $\text{T}a$ 25 and $\text{T}a$ 50; and tea shops and bath-houses, $\text{T}a$ 3 each. Of the other sources mentioned, coal yielded 25 candareens per ton; salt, $\text{T}a$ 1.15 a bale; theatres and music halls paid $\text{T}a$ 25 a month; opium shops, 25 cents per month for every lamp; jinricshas were licensed at 30 candareens, wheel-barrow at 20 candareens, mule carts at 50 candareens, and trolleys (hand trucks) at 50 candareens a month. Later, taxes were imposed upon Native opium as follows: $\text{T}a$ 20 per picul at place of production, $\text{T}a$ 40 Likin, and $\text{T}a$ 20 more for the privilege of transporting from one province to another.

Now let us examine the results of these imposts. The following statement, compiled for the purpose from the books of the Treasury Department, shows the total amounts derived from these sources during the life of the T.P.G.—that is, from September 1900, when the system of taxation was inaugurated, until the 15th August 1902:—

	\$	Pei-pa $\text{T}a$
Domestic duties		1,521,141.16
House taxes		87,338.16
Shop licenses		201,523
Boat "		167,470.50
Ferry-boat licenses		280.50
Jinricshas		32,598
Trolleys		1,319
Wheel-barrow		11,362
Mule carts		11,561
Opium shops		6,646.25
Music halls and theatres		4,500
Coal tax		32,365.62
Flag charges		31,127
Special fees		14,568.30
Rice account		22,925
Fines		11,327.47
Court fees	31	
Salt tax		19,209.33
" account		6,624.01
Passport fees	9.80	
Gained by exchange		52.58
Difference on duty (gained by exchange)		27,557.45
Police Department	2,278.39	
Sanitary "	19,338.19	
Judicial "	4,249.38	10,372.76
Chinese Secretary	1,121.20	
Chief "	54	386.93
Public Works Department	12,839.03	1,231.60
Sledge licenses		34.40
Sale of confiscated goods	34.71	8,168.27
" had coins	10	
Free shop license fees	39	
" passes	2,559.60	
Assay Bureau		243.76
	40,564.30	2,241,934.05

TOTAL (roughly): Tientsin (or Hang-p'ing) $\text{T}a$ 2,400,000

These figures cover the receipts for what was known as the Tientsin City district—that is, the Native city and the surrounding villeges and suburbs. The difference between this amount and the total income of the Government from all sources up to its dissolution, as shown in the statement given later, represents the receipts from the outlying districts, which, as they were reported in many cases in lump sums, cannot be analysed in the above manner. They may, however, without seriously militating against the value of the illustration, be left out of consideration, because what most concerns the student of the financial side of the Government's work is the administration of the city.

In the above statement, *Tls.* 30,000, approximately, appearing under the heads of "Rice account" and "Salt account," represent the proceeds from sales of rice and salt that came into the hands of the T.P.G. when it assumed power; and there must be added to this the rice which was used in the payments on certain of the public works contracts and for distribution among the poor. But because the Government came into possession of these available funds through military seizure, the mistake must not be made of balancing them off against the amount of the cheque—stated below—which the Council presented to His Excellency Viceroy YUAN SHIH-K'AI at the time of the transfer of power; for the heritage of the Chinese authorities embraced public works and municipal improvements that cancelled many times over the sums that came thus into the T.P.G. treasury.

Of course, the item in the list that immediately attracts attention is that of "Domestic duties"; this yielded just two-thirds of the total—a fact of greatest significance when read in the light of the movement to bring the Native Customs at the Treaty ports under the supervision of the Imperial Maritime Customs. Mr. HANSSON, in his Report on the Tientsin Native Customs for 1904, gives the total Revenue for the year as *Hk.Tls.* 636,854; in addition, Transit Dues outward to the extent of *Hk.Tls.* 211,182 were collected on behalf of and handed over to the Maritime Customs; and if, further, *Hk.Tls.* 571,988, the amount of the Inward Transit Dues collected by our office (gathered at this port previous to 1900 by the Native authorities), be added, the grand total would be *Hk.Tls.* 1,420,024—"a result as satisfactory as it was undreamt of some years ago by Chinese and Foreigners alike."

No more appropriate paragraph could close this sketch of the T.P.G. than an excerpt from the records of its last session, on the 15th August 1902, when it placed its power in the hands of the present able Viceroy of Chihli:—

"Total receipts of Government to 15th August 1902 . . .	<i>Tls.</i> 2,758,651.18
" expenditures of Government to 10th August 1902 . . .	" 2,573,627.03
Sum engaged for bridge	" 191,471.57
" " " works under way	\$ 40,823.34
" available (for which cheque was given to Viceroy) . . .	<i>Tls.</i> 185,024.15"

These figures have an eloquence of their own—they need no comment. The Government had come to an empty treasury and a disordered city: it left what the above financial statement indicates in only the faintest way. The possibility of a rapid revival of trade in Chihli; an immeasurably superior condition of the Native city itself—an example of what careful administration along modern lines can do for a Chinese city; and the inevitable resulting benefits upon the Concessions and Foreign community of the port stand as enviable monuments of the T.P.G.'s régime.

While this recession of authority to the Chinese officials was being discussed, and at the time of the transfer, not a few feared that the improvements and reforms in the city would be nullified, and many freely prophesied a return of the old order of things. Happily, this fear and prophecy have been quashed by the vigorous way in which His Excellency YUAN SHIH-K'AI has maintained the law and order established by his predecessors, and the readiness with which he has not only carried through to completion the actual works begun by the T.P.G., but has also followed out the general lines of the policy they initiated. And in this is to be found the Council's best reward for labour done.

RAILWAYS.—The history of railways in North China cannot be anything but gratifying to those who have been intimately connected with their creation and management. A prophetic step was taken by Mr. C. W. KINDER, now Engineer-in-Chief of the Imperial Railways of North China, when, years ago, in spite of all official protests and consequent handicaps, he built himself the first locomotive of North China, to run on the iron tramway at the Kaiping mines. The "Rocket," as he named it, though necessarily primitive and extremely inoffensive in comparison with the big masses of nervous energy that haul our trains to-day, elicited, in turn, official interdiction, tolerance, and approval—and thus epitomised the whole story of railway development in China. How the railways of North China have grown from this beginning to their present state of efficiency will be briefly told. There are, at present, two main systems, known as the Peking-Newchwang and the Pei-Han (Peking-Hankow) lines.

The first road to have the approval and endorsement of the Government was that between Kaiping and Tientsin, which was completed and opened in 1888; and, although railways were bound to come in the course of time, the credit for their appearance at this particular period must be given to the Chinese Engineering and Mining Company, who were seeking a quicker and cheaper means of transporting their output to the Tientsin market. Synchronously with the initiation of this line came the more significant Imperial sanction of the extension of the iron rails to Tung-chou; but this advance fell under the ban of delay, and was not finally taken up until 1895. Meanwhile, however, the branch from Tangku to Taku was laid in 1888; the extension from the Linsi colliery on to Lan-chou was thrown open in October 1891; and by the spring of 1894 the completion of the bridge over the Lan-ho made possible traffic through to Shanhaikwan.

With the consummation of the peace negotiations with Japan—and the consequent fuller realisation of China's need of more of the modern improvements that go to the development of internal strength and power—came the edict of the 7th December 1895, authorising the construction of the line from Tientsin to Lu-kou-ch'iao (蘆溝橋) and appointing His Excellency HU I-FEN (胡燏棻) to superintend it. No time was lost in beginning the survey of the route that has now become so familiar to travellers in North China. The line, as originally built—and as may be seen on the map accompanying section (a.)—ran through Yang-ts'un, Lo-fu, Lang-fang, An-ting, and Feng-t'ai to Lu-kou-ch'iao, with a 5-mile spur up to Ma-chia-p'u (馬家堡), 2 miles south-west of the Yung-ting-mén in the southern wall of the Capital. The formal opening of the road to this point took place on the 30th September 1897. Almost as soon as the traffic between Tientsin and Peking fairly began, it was seen that the road served but inadequately the demands upon it, and work was begun the following year to double the

track. The supplementary track came into regular use on the 1st May 1899. After the 1900 troubles the Foreign administrators in charge of the railway carried the track through the wall of the Chinese city and up to the station just outside the Ch'ien-mên in the Tartar city wall.

Much progress had meanwhile been made on the Tientsin-Shanhaikwan part of the line. By July of 1897 Chung-hou-so (中後所), some 40 miles beyond the Great Wall, had been touched by the iron wand of progress; and during 1899 Chin-chou-fu (錦州府), 55 miles beyond, at the extreme north-west corner of the Liaotung Gulf, came under its sway. Before the Boxers came to interfere trains had begun running through to Newchwang. Then, after the lines had been restored to the Chinese by the Allies, the final northern extension was laid, to tap the commerce of Hain-min-t'un, and was opened in 1903.

It will be noticed from the accompanying map—originally published in the 1904 Trade Report—that the Russians have built a branch connecting their main line at Ta-shih-ch'iao (大石橋), just below Hai-ch'êng, with Yingkow; so that, with the exception of the hiatus at the Liao River, the iron thread now runs unbroken all the way from Port Arthur around the Liaotung Gulf, *via* Tientsin, to Peking and Hankow, and thus brings the cities of Europe into touch with the Capital and with the greatest inland mart of the Chinese Empire. Before the Russo-Japanese war interrupted the non-military traffic on the Transsiberian line, this route had attracted a noticeable passenger business from North and even Central China to Europe, besides carrying a goodly per-centage of the northern mails.

Turning to the Pei-Han line, we find it had its birth in the same decree—7th December 1895—that authorised the Tientsin-Lukouch'iao extension. The edict granted permission to "the rich merchants of the provinces" to form a company for the construction and operation of the road. But as nothing definite came of this, by further Imperial orders His Excellency Hu began the work under Government supervision in the summer of 1897, and in January of 1899 Pao-ting-fu had been reached. Meanwhile, the Viceroys of Chihli and Hukwang having been given the power to borrow the necessary Foreign capital for the prosecution of the undertaking, and SHENG HSÜAN-HUAI having been appointed Director of this line to Hankow, an arrangement was made with a Belgian syndicate to provide the capital and to administer the line throughout its entire length. Those who care to take the trouble will find an interesting Memorial, submitted to the Throne by SHENG Kung-pao, in the issue of the "Peking and Tientsin Times" of 10th September 1898, reciting the inner history of how this concession came to be awarded to the Belgians, and incidentally throwing a light upon the Chinese official's trials in dealing with Foreign capitalists that should furnish food for thought. Under their concession the Belgians then absorbed, on the 1st October 1899, the Lukouch'iao-Pao-tingfu section already constructed by Mr. KINDER. As the present Decennial Report for Hankow* contains a full description and map of this line, none of its technical features or the story of its progress need be dwelt upon here. Suffice it to say that on the 11th June 1905 the first engine crossed the bridge over the Yellow River, and thus, as it were, joined the hands of the North and South in a grasp whose vitality and throbbing energy should do much to create a new feeling of interdependence between the two regions.

* Vol. I, p. 306.

The remaining lines to be mentioned are the branch from Peking to Tung-chou that was constructed under the British military régime; the spur running west through I-chou to the Hsi-ling or Western Tombs, which was laid by Imperial order during the winter of 1902-03, and which thus marked the complete revolution of the Throne's earlier attitude towards the iron road; the Peking Syndicate railway along the south bank of the Wei River, to bring down coal "from the anthracite fields near Ching-hua, on the border of Shansi, to Tao-k'ou, the head of navigation on the Wei River—a regular trade route to Tientsin"; and the Chêngting-Taiyuan narrow-gauge line which the French syndicate is now building.

Reverting to the Imperial Railways of North China, which include the Peking-Tientsin and the Tientsin-Newchwang lines with their branches, it is gratifying to record the decided success attained by the Directors in establishing shops at Tongshan for the construction of all kinds of cars and a plant at Shanhaikwan for manufacturing girders for bridgework and material for tanks. With the Hanyang Steel Works, at Hankow, turning out steel rails to supplement the output of these shops, China has thus early rendered herself almost independent in railway construction—engines and some of the more massive bridges are still contracted for abroad. The importance of this only appears when the great reaches of the future are brought under the eyes and compared with what in a few years may be looked back upon as the almost meagre accomplishments of the present. The map shows as many miles in projection for the area north of the Yangtze as have already been laid, while to these must be added the great trunk lines to the South and the numerous possible ramifications into the now untouched regions of the west.

At present the Imperial Railways have 558 miles of main lines and 110 miles of sidings under their control. The figures published in the recent annual Reports demonstrate clearly the growing business of the roads, and show that the Government is receiving very satisfactory returns from its investment. The temporary injury inflicted upon the property of the railways during the Boxer months, and the dislocation of the Imperial service, seem to have been fully neutralised by the substantial repairs and organisation of the military authorities. As soon as they had sufficient force to hold and protect the lines, the Allies assigned to the British the control of the section between Peking and Shanhaikwan, and to the Russians that between Shanhaikwan and Newchwang. Besides restoring the line to its normal working condition, the British military managers, before relinquishing their authority—as they did in September of 1902,—demonstrated clearly that railways in North China, under conscientious management, could be operated at a satisfactory profit. The Russians retained control of their section until the end of 1902.

Space remains for only a word on the already apparent effects of the introduction of the new mode of transport. *Facile princeps* is the readiness with which the Chinese have availed themselves of the quick mode of travel, and have thus extended their spheres of both business and social life. The breaking down of the classic provincialism will inevitably follow the extension of the roads, and will awaken the people to a greater sense of national unity. Commercially, much of the freight going from Peking to Tangku, and *vice versa*, has been diverted from the river to the railway, although by far the greater part of the bulky goods for export continue to come down by caravan to Tung-chou and thence to this port by boat. The relative cost of handling over the two routes exerts a strong influence in preserving the old river traffic.

Furthermore, there has come the inevitable widening of the area that supplies the local market with perishable produce and raises such produce for export. Almost new businesses in peanuts and fruits have been developed in certain sections. With the opening of the Peking-Kalgan line, which now seems assured beyond the question of a doubt, large quantities of cheaper produce that is now kept off the market by prohibitive transportation charges should come down to swell the export business. And with each extension into the mineral and agricultural thesaurus of the west and north-west this trade-increasing process will repeat itself. Moreover, aside from this purely commercial phase of the question, the railway must be accorded the credit of giving to Foreign residents in North China the boon of such a summer resort as Peitaiho and of developing the whole north-western littoral of the Liaotung Gulf. That Tientsin's favourable location with reference to the great *hinterland* to the west and north-west will enable her to keep her fingers on this pulse of commerce is the reassuring opinion of those who have delved deeper into the speculation of how Time's unravelling fingers will disentangle the knot of competition.

(u.) Owing to the fact that up to the date of closing this Report (the present section has been held until the last) information has not been received from some of the largest missions represented in Chihli, and also because there is now not sufficient space at the writer's disposal to treat so weighty a subject as that of the missions and kindred organisations in North China during the past decade in the manner it deserves, he is unwilling—even under the necessity of apologising to those who have, at much trouble to themselves, furnished material for this section that cannot now be used—to attempt a congested *résumé* that could only present a distorted view of the whole field. He deems it more just, therefore, both to those concerned and to the Report itself, to omit this subject entirely.

(w.) Tientsin has only six exotic provincial guilds or *hui-kuan*; they are the Kiangsi (江西), Ningpo (寧波), Shansi (山西), Chehkiang (浙江), Min-yüeh (閩粵), and Kiangsu (江蘇) Hui-kuan. Of these, none save the Min-yüeh exercises any special function, beyond the care of the interests of their members and fellow townsmen or provincials. The one exception, embracing the men from Fuhkien and Kwangtung, fixes very largely the prices of all goods arriving in the local market from the home provinces.

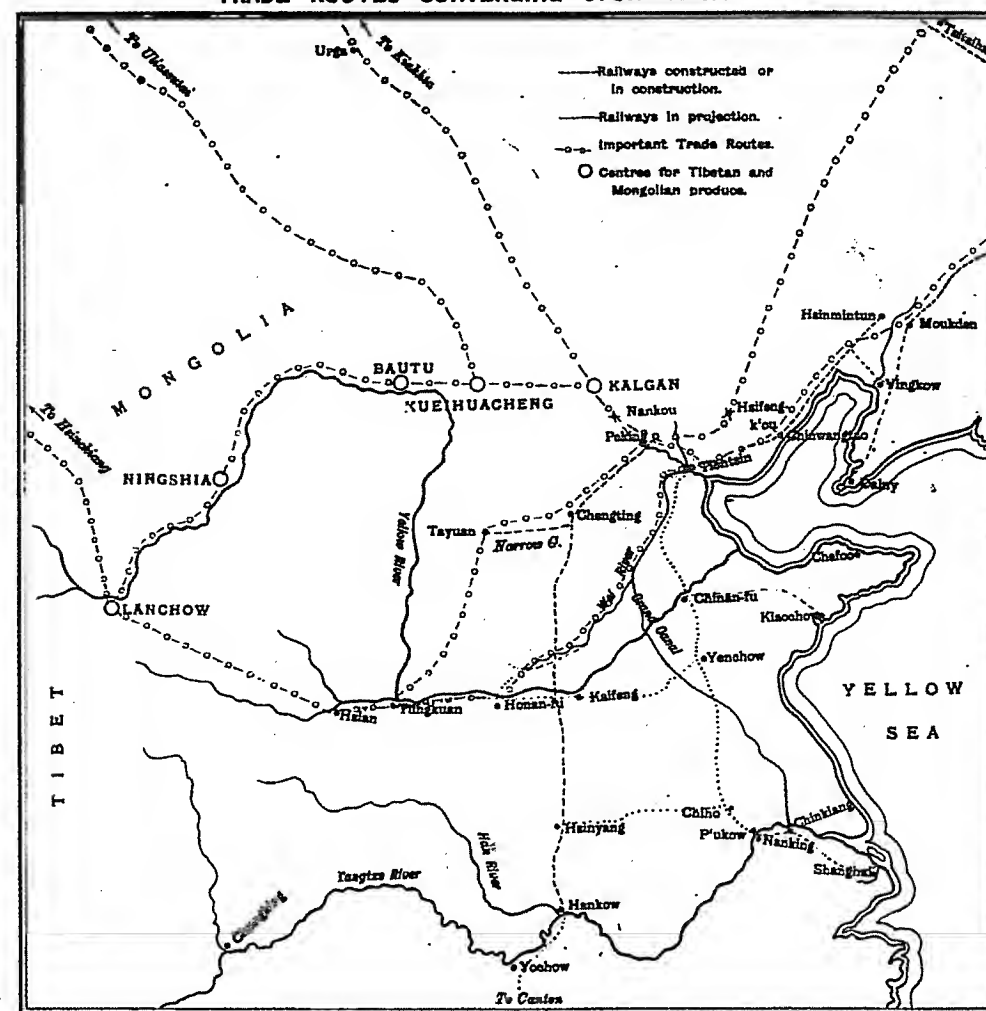
Tientsin or Chihli, so far as can be learned, maintains no *hui-kuan* in other provinces—a result naturally following upon the reluctance of the northern man to go afield in pursuit of trade, as does his more mercantile southern brother.

Nor are there, at present, any *kung-so* in this port. The Native Chamber of Commerce (天津商務總會), established in 1904, has superseded what few guilds there were before 1900, and now exercises all the functions of regulating the various businesses and trades.

(x.) Chihli has counted many celebrated officials among her native sons. The names and partial records of the most prominent of those who have been before the public during the past decade are as follows:—

CHANG CHIH-TUNG (張之洞), a native of Nan-pi-hsien (南皮縣): Governor of Shansi, 1882; Viceroy, Liang Kwang, 1884; Viceroy, Hukwang, 1889; officiated as Viceroy of Liang Kiang, 1894-95, returning then to his Hukwang viceroyalty at Wuchang.

MAP TO ILLUSTRATE RAILWAYS IN NORTH CHINA AND
TRADE ROUTES CONVERGING UPON TIENTSIN.



CHANG I (張翼), also known as CHANG YEN-MOU (張燕謀), a native of Tung-chou (通州): attached to Prince CH'UN's Embassy to Germany, 1901; Assistant Director of Railways and Mines, 1902.

CHANG JÊN-CHÜN (張人駿), a native of Fêng-jun-hsien (豐潤縣): Governor, Shantung, 1901.

CHANG PEI-LUN (張佩倫), a native of Fêng-jun-hsien, son-in-law of the late Viceroy LI HUNG-CHANG: Minister, Tsungli Yamên, 1883; employed in Council of Government Reform, 1901.

CHANG TSÛNG-YANG (張曾敳), a native of Nan-p'i-hsien, nephew of Viceroy CHANG CHIH-TUNG: Provincial Judge in Fuhkien and Szechwan; Provincial Treasurer in Fuhkien, Hunan, and Kwangsi.

CH'U TING-SHAO (瞿廷韶), a native of Wan-p'ing-hsien, in Peking (順天宛平縣): Provincial Judge, Hupeh; Provincial Treasurer, Hupeh, 1901.

HSEI SHOU-P'ENG (徐壽朋), a native of Ping-ku-hsien (平谷縣): Minister to Korea, 1898; Senior Vice-President, Board of Foreign Affairs, 1901; died 1901.

HU CHING-KUEI (胡景桂), a native of Yung-nien-hsien (永年縣): Provincial Judge in Shantung and Hunan.

HUA CHIN-SHOU (華金壽), a native of Tientsin-hsien (天津縣): Senior Vice-President, Board of War, 1900; Senior Vice-President, Board of Revenue, 1900; died 1900.

LU CH'UAN-LIN (鹿傳霖), a native of Ting-hsing-hsien (定興縣): Governor, Honan, 1883; Governor, Shensi, 1890; Viceroy, Szechwan, 1895; Governor, Kwángtung, 1898; Acting Viceroy, Liang Kiang, 1898; Acting Governor, Kiangsu, 1899; President, Censorate, 1900; President, Board of Rites, 1900; President, Board of Revenue, 1900.

LI HAI-HUAN (呂海寰), a native of Ta-hsing-hsien, Peking (順天大興縣): Chief Secretary, Tsungli Yamên; Minister to Germany, 1897; Minister, Board of Foreign Affairs, 1901; President, Board of Works, 1902.

Of the non-autochthonous officials who have held office in Chihli during the decade, the following are probably among the best known:—

CHÊN PAO-CHÊN (陳寶箴): Provincial Treasurer, 1894-95.

CHING HSING (景星): Salt Commissioner, 1897-98.

CHOU FU (周馥): Provincial Treasurer, 1901-02.

CHOU HAO (周浩): Provincial Judge, 1900.

CHOU LIEN (周蓮): Provincial Treasurer, 1898.

HUANG CHIEN-YÜAN (黃建元): Customs Taotai, Tientsin, 1899.

JUNG LU (榮祿): Viceroy for a time during 1898.

LI HSING-JUI (李興銳): Salt Commissioner, 1896-97.

LI HUNG-CHANG (李鴻章): appointed Viceroy in 1870; served until 1895, when he was made Envoy Extraordinary to Japan to negotiate the Treaty of Shimonooski; reappointed Viceroy in 1900; died 1901.

LI MIN-SHÊN (李岷琛): Customs Taotai, Tientsin, 1896.

MA YU-K'UN (馬玉崑): Commander-in-Chief since 1900.

NIEH SHIH-CH'ENG (聶士成): Commander-in-Chief, 1894-1900; killed during Boxer uprising, 1900.

SHENG HSUAN-HUAI (盛宣懷): Customs Taotai, Tientsin, 1892; now Director General of Railways.

T'ING CHIEH (廷杰): Provincial Treasurer, 1898.

T'ING YUNG (廷雍): Salt Commissioner, 1898; Provincial Judge, 1899; Provincial Treasurer, July 1900; executed by order of Allies, 1900.

WANG WEN-SHAO (王文韶): Viceroy, 1895-98.

YANG TSUNG-LIEN (楊宗濂): Salt Commissioner, 1898-1900.

YU LU (裕祿): Viceroy, 1898-1900; committed suicide, 1900; posthumously degraded, 1901.

YUAN FENG-LIN (員鳳林): Provincial Treasurer, 1896-97.

YUAN SHIH-K'AI (袁世凱): Provincial Judge, 1897; Acting Viceroy, 1901; Director General of Northern Railways, 1902; subsequently made substantive Viceroy.

(y.) Inquiry has failed to discover any celebrated Chinese book that has been published in the province during the decade.

(z.) Whatever of prophecy in reference to Tientsin's future the writer has the temerity to offer may be culled from the foregoing sections.

It is a pleasure, in closing this Report, to acknowledge indebtedness to Mr. H. D. SUMMERS, Deputy Postmaster at Tientsin, for his notes, on which section (s.) is based; to Mr. LO CH'Y-MING, of the Tientsin office staff, for his invaluable aid on all subjects dealing with Chinese matters; and to the many business men, officers, and officials, in Tientsin, who have given time and trouble to help in the compilation of many sections—for this assistance has, without exception, been rendered in that ungrudging spirit which materially lightens the compiler's task.

LEWIS S. PALEN,
4th Assistant, A.

Approved:

THOS. FERGUSON,
Acting Commissioner of Customs.

CUSTOM HOUSE,

TIENTSIN, 1st September 1903.

APPENDICES.

APPENDIX No. I.

I.—REGISTERED NATIVE POSTAL HONGS.

Registered No.	NAME	PLACES SERVED.	FREQUENCY.	MEANS.	TIME EN ROUTE.	RATE OF POSTAGE.	
						Paid by Sender.	Paid at Destination.
1	Lao Fu Hsing*	老福興 Peking..... 北京	Daily.....	Train.....	4 hours.....	Total, 50 cash; payments optional by sender or at destination.	
		Pao-ting..... 保定	".....	".....	12 ".....	".....	".....
		Yingkow..... 煙台	".....	".....	2 days.....	Total, 100 cash.	
		Chefoo..... 烟台	Every opportunity.....	Steamer.....	About 2 days.....	".....	".....
		Shanghai..... 上海	".....	".....	3 ".....	".....	".....
		Port Arthur..... 旅順口	".....	".....	(Office closed.)	".....	".....
		Chi-nan..... 濟南	".....	Foot courier.....	6 days.....	Total, 100 cash.	
2	Ch'ian T'ai Sheng*	全泰盛 Peking..... 北京	Daily.....	Train.....	4 hours.....	Total, 50 cash.	
		Pao-ting..... 保定	".....	".....	12 ".....	".....	".....
		Yingkow..... 煙台	".....	".....	2 days.....	".....	100 cash.
		Chefoo..... 烟台	Every opportunity.....	Steamer.....	About 2 days.....	".....	".....
		Shanghai..... 上海	".....	".....	3 ".....	".....	".....
3	Hsieh Hsing Ch'ang*	協興昌 Peking..... 北京	Daily.....	Train.....	4 hours.....	Total, 50 cash.	
		Pao-ting..... 保定	".....	".....	12 ".....	".....	".....
		Yingkow..... 煙台	".....	".....	2 days.....	".....	100 cash.
		Chefoo..... 烟台	Every opportunity.....	Steamer.....	About 2 days.....	".....	".....
		Shanghai..... 上海	".....	".....	3 ".....	".....	".....
		Woesung..... 吳淞	".....	".....	3 ".....	".....	".....
		North Tung-chow..... 通州	Daily.....	Train.....	6 hours.....	".....	50 cash.
		Chi-nan..... 濟南	Same as Lao Fu Hsing—one agent at Chi-nan.				
4	Sén Ch'ang Sheng*	森昌盛 Peking..... 北京	Daily.....	Train.....	4 hours.....	Total, 50 cash.	
		Pao-ting..... 保定	".....	".....	12 ".....	".....	".....
		Yingkow..... 煙台	".....	".....	2 days.....	".....	100 cash.
		Chefoo..... 烟台	Every opportunity.....	Steamer.....	About 2 days.....	".....	".....
		Shanghai..... 上海	".....	".....	3 ".....	".....	".....
		North Tung-chow..... 通州	Daily.....	Train.....	6 hours.....	".....	50 cash.
5	Fu Hsing Jun*	福興潤 Peking..... 北京	Daily.....	Train.....	4 hours.....	Total, 50 cash.	
		Pao-ting..... 保定	".....	".....	12 ".....	".....	".....
		Yingkow..... 煙台	".....	".....	2 days.....	".....	100 cash.
		Shanghai..... 上海	Every opportunity.....	Steamer.....	About 2 days.....	".....	".....

* Nos. 1 to 6 are "steam postal hong" (sun-ch'uan wu-ch'ang), and have agencies in most, if not all, the southern provinces.

* Nos. 1 to 6 are "steam postal boats" (hsu-ch'ang min-sha), and have anchors in most, if not all, the southern provinces.

NAME.	PLACES SERVED.	ORDINARY OR EXPRESS.	FREQUENCY.	MEANS.	TIME AN MONTH.	RATE OF POSTAGE.	
						Paid by Sender.	Paid at Destination.
Yü Hsing Fu. 裕興福	Shanghai.....	上海	...	Every opportunity.	Steamer.....	About 3 days..	Total, 100 cash.
	Chefoo.....	烟台	...	"	"	" 2 " "	" "
	Yingkow.....	營口	...	Daily.....	Train.....	" 2 " "	" "
	Kirin.....	吉林	...	(Office now closed.)			
	Port Arthur.....	旅順口	...	"	"	"	"
Li Ch'eng and Kang I Ch'eng. 立成 公義成	Peking.....	北京	...	Daily.....	Train.....	4 hours.....	Total, 50 cash.
	Pun-ting.....	保定	...	"	"	12 " "	" "
	Hsin-chi.....	定興	...	"	Train and courier.	2 days.....	" "
	T'ung-chow.....	滄州	Ordinary.....	"	Foot courier.	2 " "	" "
	"	"	Express.....	"	"	1 day.....	" "
	Po-t'ui.....	泊頭	...	Daily.....	Foot courier.	3 days.....	Total, 50 cash.
	Sung-yüan.....	桑園	...	"	"	3½ " "	" "
	T'ê-chow.....	德州	Ordinary.....	"	"	4 " "	" 100 cash.
	"	"	Express.....	"	"	2 " "	" "
	Ch'ing-chün-k'ou.....	鄭家口	Ordinary.....	Daily.....	Foot courier.	5 " "	Total, 100 cash.
	"	"	Express.....	"	"	2½ " "	" "
	Nan-kung.....	南宮	Ordinary.....	Daily.....	Foot courier.	6 " "	Total, 50 cash.
	"	"	Express.....	"	"	3 " "	" "
	Ta-yüing.....	大營	Ordinary.....	Daily.....	Foot courier.	5 " "	Total, 50 cash.
	"	"	Express.....	"	"	2½ " "	" "
	Liu-ch'ing.....	臨清	Ordinary.....	Daily.....	Foot courier.	6 " "	Total, 100 cash.
	"	"	Express.....	"	"	3 " "	" "
	Lung-wang-tiao.....	龍王廟	Ordinary.....	Daily.....	Foot courier.	8 " "	Total, 100 cash.
	"	"	Express.....	"	"	4 " "	" "
T'ien Shun..... 天順	Tu-tung-fu.....	大名府	Ordinary.....	Daily.....	Foot courier.	8 " "	Total, 100 cash.
	"	"	Express.....	"	"	4 " "	" "
	Tao-k'ou.....	道口	Ordinary.....	Daily.....	Foot courier.	9 " "	Total, 100 cash.
	"	"	Express.....	"	"	4½ " "	" "
	Hsin-chiang-hsien.....	新鄉縣	Ordinary.....	Daily.....	Foot courier.	10 " "	Total, 100 cash.
	"	"	Express.....	"	"	5 " "	" "
	Huai-ch'ing-fu.....	懷慶府	Ordinary.....	Daily.....	Foot courier.	13 " "	Total, 100 cash.
	"	"	Express.....	"	"	7 or 8 days.....	" "
Liu Kung I..... 劉公義	Tao-k'ou.....	道口	...	Every 7 or 8 days..	Courier.....	9 days.....	Total, 100 cash.
T'ien Shun..... 天順	Ch'ü-chow.....	祁州	...	Daily.....	Train and courier.	2 days.....	Total, 50 cash.

NAME.		PLACES SERVED.		ORDINARY OR EXPRESS.	FREQUENCY.	MEANS.	TIME EN ROUTE.	RATE OF POSTAGE.	
								Paid by Sender.	Paid at Destination.
San Shun	三 順	Peking.....	北 京	...	Daily.....	Train	4 hours.....	Total, 50 cash.	
		Kalgan.....	張 家 口	Ordinary.....	".....	Foot courier	6 days.....	"	"
		".....	"	Express.....	".....	"	3 ".....	"	"
		Kuei-hua-ch'eng.	歸 化 城	Ordinary.....	Every 7 or 8 days..	Foot courier	13 ".....	Total, 50 cash.	
		".....	"	Express.....	".....	"	7 ".....	"	"
		Hsi-pao-t'ou.....	西 包 頭	Ordinary.....	Every 7 or 8 days..	Foot courier	15 ".....	Total, 100 cash.	
		".....	"	Express.....	".....	"	8 ".....	"	"
		Huai-lu.....	獲 鹿	Ordinary.....	Every 7 or 8 days..	Foot courier	6 ".....	Total, 100 cash.	
		".....	"	Express.....	".....	"	3 ".....	"	"
		T'ai-ku.....	太 谷	Ordinary.....	Every 7 or 8 days..	Foot courier	12 ".....	Total, 100 cash.	
		".....	"	Express.....	".....	"	6 ".....	"	"
		T'ai-yün.....	太 原	Ordinary.....	Every 7 or 8 days..	Foot courier	12 ".....	Total, 100 cash.	
".....	"	Express.....	".....	"	6 ".....	"	"		
Yü-tz'ü.....	榆 次	Ordinary.....	Every 7 or 8 days..	Foot courier	11 ".....	Total, 100 cash.			
".....	"	Express.....	".....	"	5 ".....	"	"		
Fu Ho.....	福 和	Peking.....	北 京	...	Daily.....	Train.....	4 hours.....	Total, 50 cash.	
		Pao-ting.....	保 定	...	".....	"	12 ".....	"	"
		Hsin-chi.....	辛 集	...	".....	Train and courier.	2 days.....	"	"
		Shanhaikwan.....	山 海 關	...	".....	Train.....	7 hours.....	"	"
		Chin-chou.....	錦 州	...	".....	"	1½ days.....	"	"
		Hsin-min-t'un.....	新 民 屯	...	".....	"	2 ".....	"	"
		Yingkow.....	營 口	...	".....	"	2 ".....	Total, 100 cash.	
		Liao-yang.....	遼 陽	...	".....	"	9 ".....	"	"
		K'uan-ch'eng-tzu	寬 城 子	...	".....	"	13 ".....	"	"
		Moukden.....	盛 京	...	".....	"	9 ".....	"	"
		T'ieh-ling.....	鐵 嶺	...	".....	"	9 ".....	"	"
		Kirin.....	吉 林	...	".....	"	15 ".....	"	"
Hai-lung-ch'eng	海 龍 城	...	".....	"	(1)	"	"		
Chou-ts'un.....	周 村	...	About every 7 days.	Courier.....	7 days.....	Total, 100 cash.			

APPENDIX No. 2.

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1892~1901
十年貿易統計表

APPENDIX I.

TRADE STATISTICS, 1892-1901.

I.—TONNAGE TABLES.

1.—FOREIGN SHIPPING: NUMBER AND TONNAGE OF VESSELS* ENTERED AND CLEARED AT THE TREATY PORTS, 1892-1901.

YEAR.	ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.	
	FROM FOREIGN PORTS.		FROM HOME PORTS.		FOR FOREIGN PORTS.		FOR HOME PORTS.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1892.....	3,473	3,459,969	15,234	11,240,478	3,435	3,429,613	15,785	11,310,515	37,927	29,440,575
1893.....	3,818	3,583,354	14,808	11,050,957	3,800	3,559,258	15,476	11,125,242	37,902	29,318,811
1894.....	4,059	3,804,688	14,770	10,995,406	4,083	3,830,896	15,151	10,991,011	38,063	29,622,001
1895.....	4,265	4,292,334	14,018	10,560,806	4,209	4,214,773	14,640	10,669,165	37,132	29,737,078
1896.....	4,722	4,793,683	15,253	11,930,481	4,696	4,711,252	15,824	12,055,441	40,495	33,490,857
1897.....	5,281	4,799,647	16,639	12,035,984	5,325	4,800,455	17,255	12,116,276	44,500	33,752,362
1898.....	6,093	4,927,326	19,958	12,164,466	6,077	4,997,294	20,533	12,144,494	52,661	34,233,580
1899.....	7,004	5,479,262	25,350	14,146,811	6,927	5,513,453	26,137	14,128,804	65,418	39,268,330
1900.....	6,948	5,539,404	27,431	14,850,166	6,759	5,414,955	28,092	15,002,717	69,230	40,807,242
1901.....	7,757	6,338,879	24,438	17,853,110	7,500	6,516,149	25,149	17,708,530	64,844	48,416,668

Note.—“Foreign Ports,” i.e., not Chinese; “Home Ports,” i.e., Chinese.

* Including Chinese-owned vessels of foreign type and junks with Customs Certificates.

2.—FOREIGN SHIPPING: PROPORTION OF STEAMERS AND SAILING VESSELS ENTERED AND CLEARED, 1892-1901.

YEAR.	STEAMERS ENTERED AND CLEARED.		SAILING VESSELS ENTERED AND CLEARED.		TOTAL ENTERED AND CLEARED.	
	No.	Tons.	No.	Tons.		
1892.....	28,974	28,410,156	8,953	1,030,419	37,927	29,440,575
1893.....	29,761	28,277,050	8,141	1,041,761	37,902	29,318,811
1894.....	30,027	28,506,074	8,036	1,115,927	38,063	29,622,001
1895.....	28,176	28,683,408	8,956	1,053,670	37,132	29,737,078
1896.....	31,452	32,358,375	9,043	1,132,482	40,495	33,490,857
1897.....	34,566	32,519,729	9,934	1,232,633	44,500	33,752,362
1898.....	43,164	32,896,014	9,497	1,337,566	52,661	34,233,580
1899.....	52,720	37,794,440	12,698	1,473,890	65,418	39,268,330
1900.....	57,576	39,555,768	11,654	1,251,474	69,230	40,807,242
1901.....	53,259	47,255,047	11,585	1,161,621	64,844	48,416,668

3.—NUMBER AND TONNAGE OF MERCHANT VESSELS OF FOREIGN TYPE OWNED BY CHINESE, 1892-1901.

YEAR.	STEAMERS.		SAILING VESSELS.		TOTAL STEAMERS AND SAILING VESSELS.	
	No.	Tons.	No.	Tons.		
1892.....	123	30,353	58	11,888	181	42,241
1893.....	133	31,174	54	11,274	187	42,448
1894.....	140	29,410	67	15,265	207	44,675
1895.....	145	32,708	74	16,599	219	49,307
1896.....	166	37,975	88	20,179	254	58,154
1897.....	184	41,152	95	21,793	279	62,945
1898.....	257	41,466	95	21,802	352	63,268
1899.....	383	44,459	96	22,458	479	66,917
1900.....	517	18,215	87	20,541	604	38,756
1901.....	504	19,749	89	21,026	593	40,775

4.—FOREIGN SHIPPING: NATIONALITY OF

FLAG.	1892.		1893.		1894.		1895.		1896.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American.....	111	61,328	63	78,175	107	129,127	92	86,427	143	165,578
Austrian.....	610	639,744	400	353,530	35	60,851	101	106,531	24	59,372
Belgian.....	...	...	...	...	...	...	...	...	...	...
British.....	18,973	19,316,815	19,365	19,203,978	20,527	20,496,347	19,579	20,525,798	19,711	21,847,082
Danish.....	380	164,781	491	210,963	530	227,912	495	224,096	333	171,826
Dutch.....	70	77,659	34	22,848	31	27,519	85	89,399	38	53,238
French.....	144	252,920	167	259,687	293	348,291	266	341,345	427	434,415
German.....	2,016	1,466,133	2,142	1,508,015	2,429	1,983,605	2,684	2,442,185	2,090	1,945,019
Hawaiian.....	...	...	...	...	1	878	3	2,634	2	3,036
Italian.....	...	...	...	...	...	...	...	...	...	...
Japanese.....	719	630,868	623	566,379	420	379,044	108	121,691	546	565,992
Korean.....	...	...	...	...	...	...	...	...	10	4,440
Portuguese.....	...	...	...	...	...	...	...	...	...	...
Russian.....	84	111,570	101	132,613	92	138,472	90	130,218	66	113,656
Siamese.....	...	...	...	...	2	1,312	2	1,312	6	2,550
Spanish.....	28	18,312	20	10,732	...	...	2	5,520	...	...
Swedish & Norwegian	260	139,255	224	140,173	471	288,051	595	429,485	1,126	870,173
Non-Treaty Powers....	...	...	2	1,768	2	1,346	16	10,316	4	3,188
Chinese: Shipping*....	8,246	6,308,523	8,730	6,572,418	7,896	5,333,955	6,822	4,965,177	9,917	6,989,208
" Junks†.....	6,286	252,667	5,540	257,532	5,227	205,291	6,192	254,944	6,052	262,084
TOTAL.....	37,927	29,440,575	37,902	29,318,811	38,063	29,622,001	37,132	29,737,078	40,495	33,490,857

* Vessels of foreign type owned by Chinese and sailing under the Chinese flag.

VESSELS ENTERED AND CLEARED, 1892-1901.

FLAG.	1897.		1898.		1899.		1900.		1901.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American.....	333	269,780	743	239,152	716	310,107	1,311	474,479	1,241	898,063
Austrian.....	32	68,484	16	44,936	18	41,930	44	77,542	71	111,583
Belgian.....	...	...	...	...	10	10,870	4	4,880	4	5,164
British.....	21,140	21,891,043	22,609	21,265,966	25,350	23,338,230	22,818	23,052,459	25,012	26,151,332
Danish.....	276	142,932	268	144,481	22	24,470	49	48,886	80	103,220
Dutch.....	20	16,440	18	16,492	4	5,490	20	32,158	77	93,852
French.....	464	423,122	577	420,078	822	613,191	978	664,987	1,208	733,041
German.....	1,858	1,658,094	1,831	1,685,098	2,078	1,854,246	3,527	4,032,147	6,641	7,542,829
Hawaiian.....	14	31,128	13	27,812	6	13,788	2	1,916	...	...
Italian.....	...	...	...	...	4	5,416	...	...	10	334
Japanese.....	653	660,707	2,262	1,569,134	3,712	2,839,741	4,917	3,871,559	6,115	5,518,376
Korean.....	2	888	8	2,556	24	10,164	30	12,582	28	21,584
Portuguese.....	12	466	141	5,845	661	45,521	612	47,988	600	45,950
Russian.....	70	145,660	118	178,768	484	361,501	449	292,278	787	407,989
Siamese.....	2	1,314	2	616	2	618	...	...	2	616
Spanish.....	...	...	2	1,050	14	4,062	12	538	12	390
Swedish & Norwegian	729	619,742	498	440,554	482	439,718	324	328,528	339	345,649
Non-Treaty Powers....	6	2,582	8	3,470	...	...	4	98	2	1,872
Chinese: Shipping*....	12,706	7,543,529	17,879	7,936,355	22,548	8,944,819	26,420	7,544,496	14,694	6,089,654
" Junks†.....	6,183	276,451	5,668	251,217	8,461	404,428	7,709	319,721	7,921	345,170
TOTAL.....	44,500	33,752,362	52,661	34,233,580	65,418	39,268,330	69,230	40,807,242	64,844	48,416,668

† Vessels built and owned by Chinese, but licensed to trade under the Treaty Tariff.

5.—FOREIGN SHIPPING: NUMBER AND TONNAGE OF VESSELS* ENTERED AND CLEARED

PORT.	1892.		1893.		1894.		1895.		1896.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
NEWCHWANG.....	{ Entered.....	428	331,832	397	296,654	400	297,625	230	186,142	411	332,208
	{ Cleared.....	428	331,832	397	296,654	400	297,625	230	186,142	411	332,208
	TOTAL	856	663,664	794	593,308	800	595,250	460	372,284	822	664,416
TIENTSIN.....	{ Entered.....	649	509,982	638	512,418	679	556,713	691	618,087	698	620,990
	{ Cleared.....	649	509,982	637	512,414	678	556,119	688	617,449	697	620,655
	TOTAL	1,298	1,019,964	1,275	1,024,832	1,357	1,112,832	1,379	1,235,536	1,395	1,241,645
CHEFOO.....	{ Entered.....	1,308	1,073,835	1,236	1,015,870	1,065	886,858	905	835,248	1,269	1,133,109
	{ Cleared.....	1,315	1,077,100	1,233	1,013,803	1,067	888,406	904	834,597	1,269	1,132,706
	TOTAL	2,623	2,150,935	2,469	2,029,673	2,132	1,775,264	1,809	1,669,845	2,538	2,265,815
KIAOCHOW.....	{ Entered.....	...	...	...	...	...	...	...	...	...	...
	{ Cleared.....	...	...	...	...	...	...	...	...	...	...
	TOTAL .....	...	...	...	...	...	...	...	...	...	...
CHUNGKING.....	{ Entered.....	1,203	33,518	1,034	27,922	1,180	34,134	1,200	36,881	1,279	36,500
	{ Cleared.....	676	9,776	727	11,895	813	12,945	917	17,237	779	16,114
	TOTAL	1,879	43,294	1,761	39,817	1,993	47,079	2,117	54,118	2,058	52,614
ICHANG.....	{ Entered.....	2,182	118,230	1,856	118,935	2,111	121,539	2,287	117,187	2,181	115,157
	{ Cleared.....	2,177	118,238	1,863	118,979	2,101	121,427	2,305	117,532	2,160	114,537
	TOTAL	4,359	236,468	3,719	237,914	4,212	242,966	4,592	234,719	4,341	229,694
SHASI.....	{ Entered.....	...	...	...	...	...	...	...	...	23	15,998
	{ Cleared.....	...	...	...	...	...	...	...	...	23	15,998
	TOTAL .....	...	...	...	...	...	...	...	...	46	31,996
YOCOW.....	{ Entered.....	...	...	...	...	...	...	...	...	...	...
	{ Cleared.....	...	...	...	...	...	...	...	...	...	...
	TOTAL .....	...	...	...	...	...	...	...	...	...	...
HANKOW.....	{ Entered.....	850	721,790	912	743,649	904	738,146	878	732,002	926	819,048
	{ Cleared.....	1,348	764,988	1,547	797,647	1,304	770,202	1,468	781,145	1,473	867,339
	TOTAL	2,198	1,486,778	2,459	1,541,296	2,208	1,508,348	2,346	1,513,147	2,399	1,686,387

* Including Chinese-owned vessels of Foreign

AT EACH PORT, UNDER THE COGNIZANCE OF THE IMPERIAL MARITIME CUSTOMS, 1892-1901.

1897.		1898.		1899.		1900.		1901.		PORT.
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
433	365,482	486	413,885	582	503,209	378	321,939	539	470,773	Entered..... } NEWCHWAN. Cleared..... }
433	365,482	486	413,885	582	503,209	377	321,924	538	470,755	
866	730,964	972	827,770	1,164	1,006,418	755	643,863	1,077	941,528	.....TOTAL
735	662,737	744	688,558	846	791,879	426	402,146	703	664,704	Entered..... } TIENTSIN. Cleared..... }
730	662,926	744	688,558	846	791,879	424	401,142	689	658,403	
1,465	1,326,663	1,488	1,377,116	1,692	1,583,758	850	803,288	1,392	1,323,107	.....TOTAL
1,297	1,193,003	1,281	1,160,654	1,646	1,362,512	107	26,687	2,502	1,747,587	Entered..... } CHEFOO. Cleared..... }
1,294	1,192,298	1,282	1,159,783	1,645	1,363,696	107	26,687	2,496	1,745,522	
2,591	2,385,301	2,563	2,320,437	3,291	2,726,208	214	53,374	4,998	3,493,109	.....TOTAL
...	...	...	...	205	186,596	204	231,890	224	237,480	Entered..... } KIAOCHOW. Cleared..... }
...	...	...	...	204	183,025	200	224,370	225	239,523	
...	...	...	...	409	369,621	404	456,260	449	477,003	.....TOTAL
1,444	49,036	1,435	48,305	1,894	76,009	1,847	62,478	1,483	50,542	Entered..... } CHUNGKING. Cleared..... }
767	19,408	681	16,877	1,015	24,885	835	22,715	937	24,902	
2,211	68,444	2,116	65,182	2,909	100,894	2,682	85,193	2,420	75,444	.....TOTAL
2,437	155,721	2,181	146,841	3,322	228,401	2,714	196,174	2,635	230,723	Entered..... } ICHANG. Cleared..... }
2,386	153,286	2,233	149,445	3,273	226,410	2,739	198,146	2,651	231,561	
4,823	309,007	4,414	296,286	6,595	454,811	5,453	394,320	5,286	462,284	.....TOTAL
251	168,101	246	168,200	320	229,256	303	226,909	350	305,836	Entered..... } SHAN. Cleared..... }
251	168,101	246	168,200	320	229,256	303	226,909	349	305,835	
502	336,202	492	336,400	640	458,512	606	453,818	699	611,671	.....TOTAL
...	...	...	...	10	6,377	325	149,981	514	312,654	Entered..... } YOCOW. Cleared..... }
...	...	...	...	10	6,377	325	149,981	513	312,587	
...	...	...	...	20	12,754	650	299,962	1,027	625,241	.....TOTAL
958	864,238	1,035	894,700	1,122	959,154	1,388	1,106,511	1,527	1,310,298	Entered..... } HANKOW. Cleared..... }
1,608	918,804	1,531	937,360	1,807	1,016,877	2,063	1,161,162	2,240	1,367,948	
2,566	1,783,042	2,566	1,832,060	2,929	1,976,031	3,451	2,267,673	3,767	2,678,246	.....TOTAL

type and junk with Customs Certificate.

5.—FOREIGN SHIPPING: NUMBER AND TONNAGE OF VESSELS ENTERED AND CLEARED AT EACH

PORT.	1892.		1893.		1894.		1895.		1896.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
KIUKIANG.....	{Entered.....	1,111	1,186,759	1,162	1,197,325	1,201	1,199,057	1,123	1,166,010	1,221	1,250,483
	{Cleared.....	1,143	1,188,065	1,195	1,198,192	1,245	1,200,257	1,144	1,166,558	1,261	1,251,592
TOTAL.....		2,254	2,374,824	2,357	2,395,517	2,446	2,399,314	2,267	2,332,568	2,482	2,502,075
WUHU.....	{Entered.....	1,601	1,319,694	1,453	1,323,052	1,369	1,322,642	1,359	1,224,008	1,452	1,422,517
	{Cleared.....	1,601	1,319,529	1,454	1,322,476	1,368	1,322,925	1,358	1,222,950	1,452	1,421,886
TOTAL.....		3,202	2,639,223	2,907	2,645,528	2,737	2,645,567	2,717	2,446,958	2,904	2,844,403
NANKING.....	{Entered.....	...	...	...	...	...	...	...	...	...	...
	{Cleared.....	...	...	...	...	...	...	...	...	...	...
TOTAL.....		...	...	...	...	...	...	...	...	...	...
CHINKIANG.....	{Entered.....	2,083	1,581,650	2,263	1,618,842	2,189	1,669,473	2,249	1,721,478	2,426	1,810,368
	{Cleared.....	2,086	1,581,717	2,255	1,617,996	2,177	1,658,960	2,240	1,726,437	2,452	1,815,439
TOTAL.....		4,169	3,163,367	4,518	3,236,838	4,366	3,328,433	4,489	3,447,915	4,878	3,625,807
SHANGHAI *.....	{Entered.....	3,208	3,275,234	3,165	3,264,885	3,224	3,455,256	3,427	3,709,900	3,524	3,988,604
	{Cleared.....	3,188	3,205,041	3,152	3,264,985	3,210	3,452,157	3,380	3,693,752	3,478	3,975,432
TOTAL.....		6,396	6,540,275	6,317	6,529,870	6,434	6,907,413	6,807	7,403,652	7,002	7,964,036
SOOCHOW.....	{Entered.....	...	...	...	...	...	...	...	...	1,744	...
	{Cleared.....	...	...	...	...	...	...	...	...	1,615	...
TOTAL.....		...	...	...	...	...	...	...	...	3,359	...
HANGCHOW.....	{Entered.....	...	...	...	...	...	...	...	...	1,246	...
	{Cleared.....	...	...	...	...	...	...	...	...	1,314	...
TOTAL.....		...	...	...	...	...	...	...	...	2,560	...
NINGPO.....	{Entered.....	582	494,493	524	458,646	487	452,314	498	481,988	588	492,202
	{Cleared.....	579	494,366	530	459,642	485	452,265	493	480,778	590	493,020
TOTAL.....		1,161	988,859	1,054	918,288	972	904,579	991	962,766	1,178	985,312
WENCHOW.....	{Entered.....	45	12,459	55	23,349	49	20,348	46	19,321	46	24,280
	{Cleared.....	44	12,248	56	23,560	49	20,348	46	19,321	46	24,280
TOTAL.....		89	24,707	111	46,909	98	40,696	92	38,642	92	48,560

* Not including Soochow

PORT, UNDER THE COGNIZANCE OF THE IMPERIAL MARITIME CUSTOMS, 1892-1901—Continued.

1897.		1898.		1899.		1900.		1901.		PORT.
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1,308	1,327,368	1,433	1,390,841	1,684	1,432,648	1,512	1,711,583	1,652	1,960,724	KIUKIANG.
1,353	1,329,184	1,474	1,392,262	1,705	1,433,548	1,567	1,711,927	1,712	1,962,124	
2,661	2,656,552	2,907	2,783,103	3,389	2,866,196	3,079	3,423,510	3,364	3,922,848	TOTAL.
1,363	1,432,659	1,503	1,485,460	1,850	1,680,637	1,866	1,880,200	2,002	2,098,840	WUHU.
1,366	1,434,826	1,508	1,484,104	1,863	1,673,589	1,885	1,881,271	2,020	2,104,763	
2,729	2,867,485	3,011	2,969,564	3,713	3,354,226	3,751	3,761,471	4,022	4,203,603	TOTAL.
...	...	...	...	330	262,251	981	588,191	1,294	1,068,150	NANKING.
...	...	...	...	327	261,983	981	587,408	1,292	1,067,771	
...	...	...	...	657	524,234	1,062	1,175,599	2,586	2,135,921	TOTAL.
2,186	1,767,512	3,155	1,772,589	3,899	2,110,153	3,252	2,355,044	3,587	2,597,002	CHINKIANG.
2,185	1,768,227	3,153	1,772,082	3,899	2,110,477	3,251	2,353,072	3,586	2,596,897	
4,371	3,535,739	6,308	3,544,671	7,798	4,220,630	6,503	4,708,116	7,173	5,193,899	TOTAL.
3,318	3,973,083	3,400	4,094,250	3,700	4,490,262	3,667	4,726,441	4,182	5,395,925	SHANGHAI.*
3,329	3,996,591	3,410	4,110,778	3,700	4,447,681	3,655	4,705,978	4,179	5,385,260	
6,647	7,969,674	6,810	8,205,028	7,400	8,937,943	7,322	9,432,419	8,361	10,781,185	TOTAL.
7,718	...	7,184	...	8,038	...	7,847	...	8,716	...	SOOCHOW.
7,492	...	7,149	...	7,764	...	7,819	...	8,849	...	
15,210	...	14,333	...	15,802	...	15,666	...	17,565	...	TOTAL.
6,216	...	6,250	...	8,030	...	7,207	...	8,964	...	HANGCHOW.
6,340	...	6,115	...	8,325	...	7,259	...	8,714	...	
12,556	...	12,365	...	16,355	...	14,466	...	17,678	...	TOTAL.
621	493,589	693	511,330	719	524,679	552	498,583	556	492,883	NINGPO.
622	493,964	683	510,074	728	525,879	548	497,600	557	493,013	
1,243	987,553	1,376	1,021,404	1,447	1,050,558	1,100	996,383	1,113	985,896	TOTAL.
42	24,293	43	24,883	44	29,439	44	28,345	46	26,044	WENCHOW.
40	23,286	45	25,890	43	29,228	45	28,556	46	25,263	
82	47,579	88	50,773	87	58,667	89	56,901	92	51,307	TOTAL.

and Hangchow traffic.

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DECENNIAL REPORTS, 1892-1901.

5.—FOREIGN SHIPPING: NUMBER AND TONNAGE OF VESSELS ENTERED AND CLEARED AT EACH

PORT.	1892.		1893.		1894.		1895.		1896.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
SANTUAG.....	{ Entered.....	...	...	...	...	...	...	...	...	...
	{ Cleared.....	...	...	...	...	...	...	...	...	...
TOTAL.....	...	...	...	...	...	...	...	...	...	...
FOOCHOW.....	{ Entered.....	342	295,225	353	309,629	322	307,759	287	306,341	349	367,688
	{ Cleared.....	344	295,862	354	309,503	321	308,249	287	305,398	351	369,204
TOTAL.....	686	591,087	707	619,132	643	616,008	574	611,739	700	736,892	
AMOI.....	{ Entered.....	973	879,284	970	882,643	907	810,513	919	861,401	992	1,057,669
	{ Cleared.....	966	875,595	972	884,044	913	814,465	917	859,259	985	1,055,082
TOTAL.....	1,939	1,754,879	1,942	1,766,687	1,820	1,624,978	1,836	1,720,660	1,977	2,112,751	
SWATOW.....	{ Entered.....	951	918,545	917	883,695	886	836,846	914	906,191	1,052	1,065,261
	{ Cleared.....	952	919,182	917	883,695	886	836,846	914	906,191	1,051	1,064,050
TOTAL.....	1,903	1,837,727	1,834	1,767,390	1,772	1,673,692	1,828	1,812,382	2,103	2,129,311	
CANTON.....	{ Entered.....	1,743	1,622,402	1,968	1,569,618	2,256	1,686,765	2,133	1,817,353	2,273	1,846,113
	{ Cleared.....	1,748	1,626,311	1,958	1,566,365	2,251	1,684,170	2,135	1,815,281	2,277	1,850,886
TOTAL.....	3,491	3,248,713	3,926	3,135,983	4,507	3,370,935	4,268	3,632,634	4,550	3,696,999	
KOWLOON *.....	{ Entered (Junks and Steam-launches).	35,953	...	45,270	...	40,929	...	42,301	...	38,040	...
	{ Cleared (Junks and Steam-launches).	36,069	...	45,298	...	40,739	...	42,138	...	37,823	...
TOTAL.....	72,022	...	90,568	...	81,668	...	84,439	...	75,863	...	
LAPPA *.....	{ Entered (Junks)....	9,822	...	10,840	...	10,109	...	8,458	...	7,982	...
	{ Cleared ".....	9,853	...	10,947	...	10,156	...	8,827	...	8,127	...
TOTAL.....	19,675	...	21,787	...	20,265	...	17,285	...	16,109	...	
SAMSHUI.....	{ Entered.....	...	...	...	...	...	...	...	...	...	...
	{ Cleared.....	...	...	...	...	...	...	...	...	...	...
TOTAL.....	...	...	...	...	...	...	...	...	...	...	...

* Not included in Tonnage

APPENDIX I.—TRADE STATISTICS.

xi

PORT, UNDER THE COGNIZANCE OF THE IMPERIAL MARITIME CUSTOMS, 1892-1901—Continued.

1897.		1898.		1899.		1900.		1901.		PORT.
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
...	...	...	...	10	2,075	58	23,540	68	20,876	Entered..... } SANTUAG. Cleared..... }
...	...	...	...	10	2,075	58	23,540	68	20,876	
...	...	...	...	20	4,150	116	47,080	136	41,752	.....TOTAL
316	321,393	314	309,225	400	333,150	358	359,377	392	449,558	Entered..... } FOOCHOW. Cleared..... }
315	320,402	314	309,448	398	333,866	357	359,133	389	447,143	
631	641,795	628	618,673	798	667,016	715	718,510	781	896,701	.....TOTAL
842	861,856	824	818,012	1,001	965,056	878	895,622	871	905,850	Entered..... } AMOI. Cleared..... }
851	865,395	820	812,408	1,007	970,838	877	896,606	862	892,607	
1,693	1,727,251	1,644	1,630,420	2,008	1,935,894	1,755	1,792,228	1,733	1,798,457	.....TOTAL
951	957,908	869	871,493	1,121	1,128,021	1,064	1,093,067	1,091	1,154,713	Entered..... } SWATOW. Cleared..... }
952	959,119	867	869,344	1,122	1,128,207	1,063	1,092,487	1,091	1,155,573	
1,903	1,917,027	1,736	1,740,837	2,243	2,256,228	2,127	2,185,554	2,182	2,310,286	.....TOTAL
3,049	1,859,561	3,660	1,839,405	3,601	1,870,354	3,573	1,760,114	3,031	1,882,413	Entered..... } CANTON. Cleared..... }
3,052	1,858,503	3,631	1,836,762	3,634	1,870,766	3,608	1,764,679	3,037	1,883,907	
6,101	3,718,064	7,291	3,676,167	7,235	3,741,120	7,181	3,524,793	6,068	3,766,320	.....TOTAL
34,373	...	32,539	...	23,458	...	24,098	...	25,030	...	Entered (Junks and Steam-lanchnes). Cleared (Junks and Steam-lanchnes). } KOWLOON.
34,243	...	32,534	...	23,394	...	24,016	...	24,770	...	
68,616	...	65,073	...	46,852	...	48,114	...	49,808	...	.....TOTAL
7,949	...	7,727	...	7,557	...	7,928	...	8,553	...	Entered (Junks)..... } LAPPA* Cleared " "..... }
7,930	...	7,718	...	7,405	...	7,600	...	8,048	...	
15,879	...	15,445	...	14,962	...	15,528	...	16,601	...	.....TOTAL
865	49,387	2,740	157,536	4,116	295,842	2,458	244,426	2,256	293,801	Entered..... } SAMSHUI Cleared..... }
865	49,597	2,740	157,536	4,116	295,842	2,458	244,426	2,256	293,801	
1,730	98,984	5,480	315,072	8,232	591,684	4,916	488,852	4,512	587,602	.....TOTAL

Tables, and on page 11.

5.—FOREIGN SHIPPING: NUMBER AND TONNAGE OF VESSELS ENTERED AND CLEARED AT EACH

PORT.	1892.		1893.		1894.		1895.		1896.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
WUCHOW..... { Entered.....	...	...	...	...	...	...	...	...	...	...
{ Cleared.....	...	...	...	...	...	...	...	...	...	...
TOTAL.....	...	...	...	...	...	...	...	...	...	...
KIUNGCHOW..... { Entered.....	312	171,300	332	180,739	383	218,268	316	194,440	379	269,248
{ Cleared.....	313	172,292	332	180,739	382	217,920	317	194,788	379	269,248
TOTAL.....	625	343,592	664	361,478	765	436,188	633	389,228	758	538,496
PAKHOL..... { Entered.....	102	44,865	142	63,958	106	43,003	102	50,273	165	93,131
{ Cleared.....	101	44,510	143	64,313	106	43,003	102	50,273	165	93,131
TOTAL.....	203	89,375	285	128,271	212	86,006	204	100,546	330	186,262
LUNGHOW..... { Entered.....	570	...	649	...	590	...	402	...	345	...
{ Cleared.....	100	...	169	...	185	...	129	...	140	...
TOTAL.....	670	...	818	...	775	...	531	...	485	...
MENGOTZ..... { Entered.....	902	2,839	845	3,023	906	2,990	1,065	3,793	981	3,376
{ Cleared.....	980	2,827	933	2,990	894	2,896	1,033	3,604	958	3,288
TOTAL.....	1,882	5,666	1,788	6,013	1,800	5,886	2,098	7,397	1,939	6,664

PORT, UNDER THE COGNIZANCE OF THE IMPERIAL MARITIME CUSTOMS, 1892-1901—Continued.

1897.		1898.		1899.		1900.		1901.		PORT.
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
413	26,094	973	58,728	1,508	93,438	1,237	87,138	1,043	113,151	WUCHOW.
413	26,094	972	58,667	1,506	93,294	1,202	86,809	1,045	112,877	
826	52,188	1,945	117,395	3,014	186,732	2,439	173,947	2,088	226,028	.....TOTAL
428	273,780	366	230,962	425	270,360	440	293,495	506	351,779	KIUNGCHOW.
428	273,780	366	230,962	425	270,360	440	293,495	506	351,779	
856	547,560	732	461,924	850	540,720	880	586,990	1,012	703,558	.....TOTAL
107	56,866	105	54,240	98	56,920	111	63,105	156	98,353	PAKHOL.
107	56,866	105	54,240	98	56,920	111	63,105	155	98,303	
214	113,732	210	108,480	196	113,840	222	126,210	311	196,656	.....TOTAL
400	...	438	...	502	...	465	1,860	468	1,872	LUNGHOW.
185	...	102	...	131	...	157	628	147	588	
585	...	540	...	633	...	622	2,488	615	2,460	.....TOTAL
2,783	6,489	4,723	11,713	5,825	14,066	4,530	12,083	5,288	14,137	MENGOTZ.
2,770	6,433	4,523	11,220	5,647	13,789	4,351	11,682	5,261	14,060	
5,553	12,922	9,246	22,933	11,472	27,855	8,881	23,765	10,549	28,197	.....TOTAL

II.—VALUE TABLES.

1a.—VALUE IN HAIKWAN TAELS OF THE NET IMPORT OF FOREIGN GOODS AT THE TREATY PORTS, 1892-1901.

Port.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Newchwang.....	5,166,304	5,548,403	5,343,017	...	8,112,912	8,995,929	10,577,471	21,775,930	7,732,434	17,056,813
Tientsin.....	17,862,805	19,720,227	21,712,098	23,301,589	29,490,949	30,212,260	32,579,514	39,279,788	14,728,354	27,227,438
Chefoo.....	5,873,511	4,840,326	5,796,467	7,316,536	9,780,651	11,066,410	14,542,823	12,270,893	11,084,758	19,256,456
Kiaochow.....	...	...	...	...	...	...	...	219,531	630,517	3,429,503
Chungking.....	5,825,474	4,574,031	5,113,195	5,618,213	6,928,954	8,443,947	7,966,682	13,075,176	12,917,081	12,598,419
Ichang.....	607,238	446,788	572,603	625,175	899,558	647,902	490,282	1,589,737	516,117	1,110,016
Shanghai.....	...	...	...	...	...	3,338	48,428	23,797	74,251	657,253
Yochow.....	...	...	...	...	...	...	...	...	78,937	203,003
Hankow.....	11,905,648	10,723,545	10,985,275	13,154,362	14,193,537	17,172,351	16,019,721	21,666,827	19,743,376	25,685,954
Kiukiang.....	4,755,579	4,073,202	4,296,233	4,733,820	5,835,876	6,563,311	6,852,783	7,924,471	7,020,101	8,396,856
Wuhu.....	3,933,092	3,544,984	3,416,889	3,733,303	4,255,747	3,700,373	3,913,420	6,945,668	5,973,642	5,851,240
Nanking.....	...	...	...	...	...	...	...	619,333	1,439,370	1,799,646
Chinkiang.....	9,896,555	9,763,696	10,629,167	12,622,423	12,637,832	13,285,419	12,626,854	14,655,821	12,865,324	16,637,156
Shanghai.....	15,017,485	19,613,967	30,485,714	23,864,285	42,466,210	31,725,393	29,426,510	38,823,995	38,729,112	41,663,387
Soochow.....	...	...	...	...	2,373	921,034	644,837	359,134	174,662	383,088
Hangchow.....	...	...	...	...	92,217	1,259,544	2,084,875	2,736,032	2,581,807	3,565,760
Ningpo.....	6,694,707	6,996,717	7,141,334	8,019,267	9,016,551	8,990,251	8,217,007	9,208,444	7,601,778	9,568,960
Wenchow.....	409,850	475,679	424,771	532,441	629,915	722,040	727,894	849,645	800,679	705,369
Santiao.....	...	...	...	...	...	...	...	290	1,360	25,542
Foochow.....	4,322,738	4,774,904	5,064,175	5,147,946	5,210,273	5,196,884	5,816,862	6,800,960	5,644,110	6,361,914
Amoy.....	5,717,268	6,348,872	5,995,854	7,358,564	7,074,854	7,285,683	7,694,633	9,938,204	7,220,000	7,555,255
Swatow.....	8,346,907	8,238,721	8,650,411	9,873,981	8,858,938	9,653,938	12,783,657	13,698,435	12,714,559	13,935,103
Canton.....	12,411,395	13,049,115	13,699,283	16,363,711	12,199,086	13,770,036	11,995,953	13,889,687	13,627,664	16,514,578
Kowloon.....	13,468,368	17,663,217	15,336,749	21,585,595	21,124,268	13,027,228	17,138,751	24,500,910	20,768,638	18,956,231
Lappa.....	3,178,519	2,863,581	3,093,158	3,075,677	3,984,481	3,514,878	3,347,685	3,654,630	3,943,202	3,625,890
Samahui.....	...	...	...	...	...	37,759	1,238,939	2,322,447	1,430,307	1,552,065
West River Stages.....	...	...	...	...	...	170,452	1,066,325	1,434,144	1,619,528	2,096,001
Wuchow.....	...	...	...	...	...	1,392,415	2,824,486	4,097,510	4,496,811	5,552,443
Kiungchow.....	861,749	1,729,310	1,816,989	1,283,853	1,467,656	1,461,940	1,991,563	2,432,473	2,093,150	2,293,073
Pakhoi.....	3,128,292	3,386,496	2,983,903	2,791,852	3,145,492	2,656,724	2,368,320	2,443,364	2,042,920	2,093,586
Lungchow.....	26,996	28,632	108,361	41,299	68,162	83,074	120,327	74,493	123,324	156,965
Mengtaz.....	887,606	1,524,290	1,241,879	1,809,253	1,627,036	2,394,028	2,453,839	3,373,641	2,963,242	3,748,339
Szema.....	...	...	...	...	...	154,596	226,165	171,432	150,195	209,381
TOTAL.....	140,298,086	149,928,703	163,897,525	172,853,145	209,106,866	204,554,227	217,761,975	280,907,296	223,791,888	280,472,693

* War with Japan.

1b.—VALUE IN STERLING (AT THE AVERAGE RATE OF EXCHANGE FOR EACH YEAR) OF THE NET IMPORT OF FOREIGN GOODS AT THE TREATY PORTS, 1892-1901.

Port.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	4s. 4½d.	3s. 11½d.	3s. 2½d.	3s. 3½d.	3s. 4d.	2s. 11½d.	2s. 10½d.	3s. 0½d.	3s. 1½d.	2s. 11½d.
Newchwang.....	£ 1,124,747	£ 1,092,342	£ 854,326	£ ...	£ 1,352,152	£ 1,340,018	£ 1,526,021	£ 3,277,732	£ 1,200,138	£ 2,527,429
Tientsin.....	3,888,881	3,882,420	3,471,674	3,810,781	4,915,160	4,500,368	4,700,274	5,912,426	2,285,963	4,034,482
Chefoo.....	1,278,712	952,939	926,831	1,196,558	1,630,108	1,648,434	2,098,105	1,847,025	1,720,447	2,853,367
Kiaochow.....	...	...	...	...	...	...	...	33,044	97,861	508,174
Chungking.....	1,268,254	900,512	817,578	918,812	1,154,826	1,257,796	1,149,360	1,968,086	2,004,839	1,866,797
Ichang.....	132,201	87,961	91,557	102,242	149,926	96,510	70,733	239,289	80,106	164,479
Shanghai.....	...	...	...	...	556	7,214	3,438	11,176	51,970	97,390
Yochow.....	...	...	...	...	...	...	...	...	12,251	30,080
Hankow.....	2,591,959	2,111,198	1,756,500	2,151,286	2,365,589	2,557,965	2,311,178	3,261,309	3,064,336	3,806,070
Kiukiang.....	1,035,329	801,912	686,950	774,177	972,646	977,660	988,656	1,192,798	1,089,578	1,244,222
Wuhu.....	856,267	697,919	546,346	610,550	709,291	551,201	564,592	1,045,468	927,159	867,019
Nanking.....	...	...	...	...	...	...	...	93,223	223,402	266,666
Chinkiang.....	2,154,562	1,922,228	1,699,560	2,064,292	2,106,305	1,978,974	1,821,686	2,206,007	1,996,805	2,465,245
Shanghai.....	3,269,432	3,861,500	4,874,539	3,902,805	7,077,701	4,725,762	4,245,387	5,843,820	6,011,081	6,173,559
Soochow.....	...	...	...	...	396	137,196	93,031	54,957	27,109	56,765
Hangchow.....	...	...	...	...	15,370	187,620	300,786	411,830	400,718	528,364
Ningpo.....	1,457,494	1,377,479	1,141,869	1,311,484	1,502,758	1,339,173	1,185,474	1,386,063	1,179,859	1,417,901
Wenchow.....	89,228	93,649	67,919	87,076	104,986	107,554	105,014	127,889	124,272	104,520
Santiao.....	...	...	...	...	...	...	...	44	212	3,785
Foochow.....	941,096	940,959	809,740	841,904	868,379	774,119	839,203	1,023,686	876,013	942,690
Amoy.....	1,244,697	1,249,934	958,712	1,203,432	1,179,142	1,085,263	1,110,111	1,495,907	1,120,604	1,119,516
Swatow.....	1,817,191	1,621,998	1,383,165	1,614,807	1,476,490	1,438,034	1,844,308	2,061,900	1,973,405	2,064,863
Canton.....	2,702,064	2,569,044	2,190,458	2,676,148	2,033,181	2,051,162	1,730,666	2,090,687	2,115,127	2,447,082
Kowloon and Lappa.....	3,624,166	4,041,213	2,945,266	4,033,145	4,184,791	2,464,084	2,955,595	4,237,995	3,835,484	3,346,153
Samahui.....	...	...	...	...	...	5,624	178,743	349,577	221,995	229,980
West River Stages.....	...	...	...	...	...	25,390	153,840	215,869	251,364	310,579
Wuchow.....	...	...	...	...	...	207,412	407,491	616,760	697,943	822,745
Kiungchow.....	187,610	340,458	290,529	209,963	244,609	217,768	287,324	366,138	324,874	339,781
Pakhoi.....	681,055	666,716	477,114	456,584	524,248	395,741	341,679	367,777	317,078	310,221
Lungchow, Mengtaz, and Szema.....	199,116	305,731	215,897	302,642	282,533	392,013	404,006	544,820	502,372	609,702
TOTAL.....	£ 30,544,061	£ 29,517,212	£ 26,206,530	£ 28,268,688	£ 34,851,143	£ 30,470,955	£ 31,416,701	£ 42,282,402	£ 34,734,365	£ 41,559,626

2a.—VALUE OF NATIVE GOODS EXPORTED DIRECT TO FOREIGN COUNTRIES FROM THE
TREATY PORTS, 1892-1901.

Port.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>
Newchwang.....	1,172,813	2,167,111	1,534,664	...	3,555,929	5,547,826	7,181,598	8,693,141	3,910,412	7,303,760
Tientsin.....	4,089,178	5,427,834	6,605,997	8,919,538	8,776,097	10,192,495	10,277,749	10,871,539	1,024,643	2,199,806
Chefoo.....	720,199	702,093	632,792	776,518	1,199,171	1,388,970	1,720,917	2,075,373	2,018,266	2,494,772
Kiaochow.....	...	...	...	...	...	...	...	...	32,282	18,370
Chungking.....	...	...	...	...	...	...	...	...	...	...
Ichang.....	...	...	...	...	...	...	...	...	...	...
Shai.....	...	...	...	...	...	...	...	...	...	...
Yochow.....	...	...	...	...	...	...	...	...	...	...
Hankow.....	3,224,582	4,588,207	4,399,022	4,695,827	5,484,616	3,421,233	3,868,250	6,155,017	6,158,857	3,464,194
Kiukiang.....	...	...	...	...	...	...	...	...	...	...
Wuhu.....	5,706	4,202	3,142	3,868	1,051	8,935	3,551	11,400	17,938	15,416
Nanking.....	...	...	...	...	...	...	...	...	...	468
Chinkiang.....	...	412,460	561,209	1,048,061	1,332,016	1,490,254	960,336	825,716	926,245	1,437,084
Shanghai.....	43,320,831	49,979,250	58,421,830	70,200,338	55,027,785	78,394,867	69,084,804	90,937,476	78,139,268	80,966,286
Soochow.....	...	...	...	...	...	...	...	...	...	...
Hangchow.....	...	...	...	...	...	...	...	...	...	...
Ningpo.....	11,620	35,118	11,002	...	41,221	64,624	13,153	...	...	8,256
Wenchow.....	...	1,449	1,671	3,930	2,234	2,196	3,870	...	...	...
Santiao.....	...	...	...	...	...	...	...	...	...	...
Foochow.....	4,913,170	5,157,018	4,765,719	5,137,579	4,918,463	4,304,814	5,742,147	5,869,055	5,860,592	3,831,107
Amoy.....	4,856,802	5,349,940	6,637,484	3,874,765	2,329,748	1,711,555	1,601,981	1,376,676	1,422,844	1,386,289
Swatow.....	1,838,392	1,976,275	2,250,559	2,371,869	2,480,732	3,322,278	4,027,806	4,524,836	5,418,631	5,413,816
Canton.....	16,608,786	15,823,399	15,777,828	17,697,848	17,473,772	19,930,353	20,604,281	23,900,447	18,892,379	21,686,212
Kowloon.....	17,290,632	18,937,126	19,665,908	22,678,090	22,565,590	23,024,493	22,511,512	26,221,055	20,857,760	22,919,708
Lappa.....	1,684,635	2,046,198	1,684,127	1,739,402	2,223,003	5,894,314	5,381,874	6,173,279	5,640,729	6,246,617
Samshui.....	...	...	...	...	600	134,423	473,583	725,127	920,362	920,362
West River Stages.....	...	...	...	...	7,623	55,719	92,399	166,777	217,725	217,725
Wuchow.....	...	...	...	...	398,329	1,148,152	1,845,720	1,874,568	1,805,085	1,805,085
Kiungchow.....	413,228	1,138,728	1,257,177	1,084,284	1,261,805	1,778,715	1,665,462	2,142,218	1,631,941	2,107,695
Pakhoi.....	581,725	874,556	1,112,621	1,009,614	1,515,381	1,501,836	1,780,641	1,659,000	1,793,903	2,103,998
Lungchow.....	10,991	16,865	44,772	49,651	43,166	25,873	14,558	11,143	9,186	7,529
Mengtze.....	736,000	735,204	943,321	1,033,066	849,639	1,057,737	1,218,811	1,883,297	2,439,088	3,066,934
Szema.....	...	...	...	...	...	31,378	35,554	42,462	35,316	35,268
Tamsui and Tainan.....	1,098,235	1,259,278	1,793,677	968,963	...	...	...	...	...	...
TOTAL..... <i>Hk. Tn.</i>	102,583,525	116,632,311	128,104,522	143,293,211	131,081,421	163,501,358	159,037,149	195,784,832	158,996,752	169,656,757
Equivalent in sterling at average rate of exchange for each year..... <i>L.</i>	[42. 4½d.]	[32. 11½d.]	[32. 2½d.]	[32. 3½d.]	[32. 4d.]	[22. 11½d.]	[22. 10½d.]	[32. 0½d.]	[32. 1½d.]	[22. 11½d.]
	22,333,288	22,961,986	20,483,379	23,434,411	21,846,903	24,354,889	22,944,422	29,469,666	24,677,621	25,137,476

* War with Japan.

2b.—VALUE OF NATIVE PRODUCE OF LOCAL ORIGIN EXPORTED TO FOREIGN COUNTRIES
AND CHINESE PORTS, 1892-1901.

Port.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>	<i>Hk. Tn.</i>
Newchwang.....	9,065,658	9,310,424	8,532,443	...	11,277,287	13,808,612	17,448,280	20,615,751	11,469,557	18,742,220
Tientsin.....	6,414,414	5,960,947	6,864,248	9,158,924	8,561,840	11,000,044	12,093,684	15,700,807	8,073,384	10,154,106
Chefoo.....	5,169,140	5,726,678	6,569,738	7,400,977	6,304,980	7,717,413	7,662,632	10,295,728	10,402,707	11,871,001
Kiaochow.....	...	...	...	...	...	...	...	882,577	1,104,574	2,761,870
Chungking.....	3,021,117	3,667,335	4,997,688	6,396,743	5,223,229	6,751,258	5,887,761	8,832,775	6,993,037	9,114,976
Ichang.....	353,257	397,612	317,641	478,734	465,970	423,950	520,432	633,810	699,838	856,238
Shai.....	...	...	...	...	36,023	181,220	91,878	135,966	161,793	331,948
Yochow.....	...	...	...	...	...	...	...	...	7,123	23,133
Hankow.....	19,563,940	23,850,237	23,218,827	25,328,892	23,449,545	24,540,382	30,953,651	37,463,395	32,106,961	29,372,642
Kiukiang.....	6,216,557	6,429,035	6,705,479	9,032,999	7,605,123	7,080,576	8,627,640	9,054,108	8,019,161	7,058,652
Wuhu.....	5,243,390	4,198,268	5,156,090	3,360,427	5,508,602	3,232,121	4,037,052	10,603,332	9,714,541	5,516,815
Nanking.....	...	...	...	...	...	...	1,394,542	1,710,284	2,191,597	...
Chinkiang.....	2,531,431	2,731,377	4,127,403	1,894,126	4,530,994	5,078,723	4,411,943	3,985,473	4,097,210	5,043,341
Shanghai.....	38,859,997	37,749,878	45,340,093	61,632,482	41,831,213	59,166,376	47,958,025	70,822,474	50,263,756	62,546,012
Soochow.....	...	...	...	...	1,726	399,224	669,273	696,015	671,996	1,472,674
Hangchow.....	...	...	...	...	102,994	6,169,372	5,032,245	6,402,552	4,785,371	5,815,982
Ningpo.....	4,944,334	6,288,626	5,615,081	6,396,155	6,115,430	4,986,495	3,992,777	4,314,351	4,945,996	4,560,928
Wenchow.....	183,479	311,380	259,882	466,077	319,738	335,596	448,757	490,034	303,227	366,900
Santiao.....	...	...	...	...	...	...	...	25,540	648,911	1,216,183
Foochow.....	6,704,372	7,052,661	7,025,013	7,552,573	7,859,901	6,841,266	8,242,573	8,493,307	7,021,555	5,955,363
Amoy.....	2,238,543	2,307,669	2,650,020	2,579,138	2,822,713	2,441,231	2,297,057	2,423,444	1,920,997	2,025,179
Swatow.....	6,818,077	6,445,682	6,483,667	8,078,930	8,855,409	10,309,288	11,965,064	14,160,753	12,357,834	12,859,361
Canton.....	18,885,766	18,283,272	18,031,721	20,614,886	20,456,532	22,899,671	23,781,426	26,939,147	21,058,997	23,636,340
Kowloon.....	17,290,632	18,937,126	19,665,908	22,678,090	22,565,590	23,024,493	22,511,512	26,221,055	20,857,760	22,919,708
Lappa.....	3,831,051	4,293,203	3,910,179	4,070,919	5,561,206	5,894,314	5,381,874	6,173,279	5,640,729	6,246,617
Samshui.....	...	...	...	...	...	42,496	275,043	571,708	816,756	1,012,661
West River Stages.....	...	...	...	...	...	18,067	59,076	123,441	183,464	232,916
Wuchow.....	...	...	...	...	...	472,902	1,244,951	1,933,849	1,939,571	1,851,333
Kiungchow.....	1,001,865	1,157,219	1,283,821	1,100,792	1,290,732	1,826,241	1,682,032	2,199,172	1,658,538	2,120,368
Pakhoi.....	1,099,366	876,631	1,114,454	1,009,991	1,516,803	1,512,750	1,786,952	1,662,952	1,796,034	2,105,605
Lungchow.....	10,991	16,865	44,772	49,651	43,166	25,873	14,558	11,143	9,186	7,529
Mengtze.....	736,355	735,204	943,321	1,033,066	849,639	1,057,737	1,218,811	1,883,297	2,439,088	3,066,934
Szema.....	...	...	...	...	...	31,378	35,554	42,462	35,316	35,268

* War with Japan.

3.—TOTAL VALUES, FOREIGN AND COAST TRADE: SHARE TAKEN BY VESSELS OF EACH NATIONALITY, 1892-1901.

Flag.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta
American	1,105,002	2,123,104	2,889,060	1,849,071	3,523,934	5,345,392	4,327,530	5,755,978	6,539,362	29,093,439
Austrian	5,872,017	4,376,343	2,795,125	3,574,093	2,302,230	2,550,380	1,070,232	2,088,911	1,688,816	4,050,566
Belgian .....	...	...	...	...	...	...	...	185,983	347,867	268,800
British	377,049,317	386,107,196	451,832,265	481,949,069	463,828,496	509,554,292	508,241,936	613,300,648	487,482,829	608,040,623
Danish	3,559,828	3,897,253	4,713,836	3,908,425	2,140,602	1,549,159	2,735,275	213,723	1,254,166	1,305,938
Dutch	622,119	217,928	567,899	1,005,756	515,027	486,197	635,212	210,322	634,543	1,727,700
French	15,330,725	12,983,983	15,152,505	16,547,938	13,752,485	19,398,201	19,397,270	29,520,924	23,902,046	23,688,267
German	28,590,324	34,627,116	48,681,628	58,955,742	43,612,012	52,273,302	52,185,211	71,691,967	67,257,251	108,929,757
Italian	35,269	1,130	2,170	4,640	...	2,891	8,325	46,594	6,086	37,141
Japanese	10,269,788	9,896,730	9,597,946	2,750,048	14,667,137	21,079,608	30,073,053	59,240,730	58,731,277	86,276,516
Korean .....	...	...	...	...	...	442,652	719,881	30,624	688,306	518,472
Portuguese .....	...	...	...	...	...	...	567	57,824	101,424	100,562
Russian	6,429,610	8,419,431	10,059,909	13,078,987	4,502,073	4,825,795	6,142,666	9,092,914	7,425,600	8,307,206
Spanish	169,694	143,097	...	65,994	35,934	...	2,061	8,624	10,214	...
Swedish and Norwegian	1,386,495	2,180,115	6,151,888	9,283,345	26,003,821	11,839,885	11,619,821	14,647,252	7,170,574	5,873,635
Non-Treaty Powers .....	...	84,792	52,216	346,808	195,462	989,779	408,097	305,745	168,282	66,125
Chinese	203,899,290	219,700,385	186,351,541	213,437,122	270,131,182	326,126,708	334,422,970	404,990,869	297,666,981	266,078,232
Total	654,319,478	684,848,603	738,838,988	806,757,038	845,210,395	956,464,241	971,899,807	1,210,490,632	961,076,624	1,145,262,979

DECENNIAL REPORTS, 1892-1901.

APPENDIX I.—TRADE STATISTICS.

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4.—HIGHEST AND LOWEST RATES OF EXCHANGE AT SHANGHAI FOR BANK TELEGRAPHIC TRANSFERS ON LONDON, WITH THE STERLING EQUIVALENT OF 100 SHANGHAI TAELS AT THE RESPECTIVE RATES, 1892-1901.

[Hk. Ta 100 = Shai Ta 111.40.]

YEAR.	HIGHEST QUOTATION.		LOWEST QUOTATION.		EQUIVALENT OF Shai Ta 100 AT HIGHEST QUOTATION.			EQUIVALENT OF Shai Ta 100 AT LOWEST QUOTATION.		
	s.	d.	s.	d.	£	s.	d.	£	s.	d.
1892.....	4	2½	3	8½	21	2	11	18	10	10
1893*.....	3	10½	3	1½	19	6	5½	15	11	5½
1894.....	3	1½	2	7½	15	14	7	13	5	7½
1895.....	3	0½	2	8½	15	7	3½	13	2	9½
1896.....	3	1½	2	10½	15	9	4½	14	8	6½
1897†.....	2	11½	2	3½	14	12	8½	11	7	1
1898.....	2	8½	2	5½	13	13	11½	12	4	9½
1899.....	2	9½	2	7	13	16	0½	12	18	4
1900.....	2	11½	2	8	14	12	8½	13	6	8
1901‡.....	2	10½	2	5½	14	7	6	12	2	8½

* Indian mints closed and Silver Purchase Act repealed by United States Congress.
† Japan adopted gold currency.
‡ Chinese indemnity fixed at 450 million taels.

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DECENNIAL REPORTS, 1892-1901.

5.—PRINCIPAL ARTICLES IMPORTED INTO CHINA IN 1901 COMPARED AS TO QUANTITY AND VALUE WITH THE SAME ARTICLES IN 1892.

DESCRIPTION OF GOODS.	VALUE.		INCREASED OR DECREASED VALUE:		
	Actual in 1901.	At Prices and Sterling Exchange of 1892.	Due to Variation in		Actually more or less in 1901 than in 1892.
			Quantity.	Price.	
Shirtings, Grey, Plain.....	£ 1,614,317	£ 1,526,558	- 866,498	+ 87,759	- 778,739
" White, ".....	1,177,394	1,111,350	+ 84,236	+ 66,044	+ 150,280
T-Cloths, English and Indian.....	279,272	248,532	- 308,126	+ 30,740	- 277,386
Drills, English.....	36,190	34,949	- 10,418	+ 1,244	- 9,177
" American.....	715,159	809,713	+ 493,416	+ 94,554	+ 398,862
Jeans, English.....	18,329	13,803	- 28,005	+ 4,466	- 23,539
" American.....	36,140	37,180	+ 29,501	- 1,050	+ 28,451
Sheetings, English.....	155,815	176,341	- 128,260	+ 20,526	- 148,786
" American.....	1,129,597	1,484,170	+ 790,949	+ 354,573	+ 436,376
Cotton Yarn, English.....	199,831	234,100	+ 15,751	- 34,259	- 18,508
" Indian.....	5,315,777	6,273,884	+ 1,689,717	- 958,107	+ 731,610
" Japanese.....	1,671,094	1,354,377*	+ 1,269,805	+ 316,717	+ 1,586,522†
TOTAL.....	£ 12,348,915	£ 13,305,017	+ 3,032,068	- 956,102	+ 2,075,966
Camlets.....	98,423	114,774	- 75,572	- 16,351	- 91,923
Long Ellis.....	80,501	96,718	- 11,063	- 16,217	- 27,280
Spanish Stripes.....	115,620	97,765	- 20,234	+ 17,855	- 2,379
Blankets.....	18,413	17,022	+ 1,192	+ 1,391	+ 2,583
TOTAL.....	£ 312,957	£ 326,279	- 105,677	- 13,322	- 118,999
Iron, Nail-rod and Bar.....	195,463	171,320	- 15,523	+ 24,143	+ 8,640
Tin, in Slabs.....	418,966	404,211	+ 21,468	+ 14,755	+ 36,223
Copper, Bar, Rod, etc.....	6,899	4,483	- 26,395	+ 2,416	- 24,179
Yellow Metal, Bar, Rod, etc.....	59,052	60,242	- 6,441	- 1,190	- 7,631
TOTAL.....	£ 680,380	£ 640,256	- 27,071	+ 40,124	+ 13,053
Opium, Malwa.....	2,218,196	1,885,356	- 614,153	+ 332,840	- 281,313
" Patna.....	1,667,682	1,495,042	- 121,878	+ 172,640	+ 50,762
" Benares.....	949,988	823,407	- 468,909	+ 126,581	- 342,328
TOTAL.....	£ 4,835,866	£ 4,203,805	- 1,204,940	+ 632,061	- 572,879
Coal.....	1,235,449	1,265,084	+ 827,994	- 29,635	+ 798,359
Matches.....	453,599	773,423	+ 463,429	- 319,824	+ 143,605
Oil, Kerosene.....	2,557,991	3,556,589	+ 1,961,426	- 998,598	+ 962,828
Rice.....	1,042,943	1,417,321	+ 148,862	- 374,378	- 225,516
Sugar.....	1,990,543	2,570,771	+ 2,037,863	- 580,228	+ 1,457,635
TOTAL.....	£ 7,280,525	£ 9,583,188	+ 5,439,574	- 2,302,663	+ 3,136,911
TOTAL FOR ABOVE-MENTIONED COMMODITIES.....	£ 25,458,643	£ 28,058,545	+ 7,133,954	- 2,599,902	+ 4,534,052
PER-CENTAGE OF INCREASE OR DECREASE.....	+ 39.0	- 9.3	+ 21.6

* 1894 prices.

† More than in 1894.

APPENDIX I.—TRADE STATISTICS.

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6.—PRINCIPAL ARTICLES EXPORTED TO FOREIGN COUNTRIES IN 1901 COMPARED AS TO QUANTITY AND VALUE WITH THE SAME ARTICLES IN 1892.

DESCRIPTION OF GOODS.	VALUE.		INCREASED OR DECREASED VALUE:			Actually more or less in 1901 than in 1892.
	Actual in 1901.	At Prices and Sterling Exchange of 1892.	Due to Variation in			
			Quantity.	Price.		
Cassia Lignea.....	HL. 74 87,564	HL. 74 301,837	HL. 74 227,493	HL. 74 230,148	HL. 74 2,055	
Hemp.....	197,841	220,124	65,475	326,332	981,084	
Hides.....	688,083	4,552,701	1,350,521	2,677,115	4,027,696	
Musk.....	191,033	303,301	97,489	12,168	85,321	
Nutmeg.....	66,699	410,362	7,782	19,618	11,836	
Oil, Benz, Wood, etc.....	113,855	769,725	36,904	345,837	308,845	
Oil, Benz, Wood, etc.....	413,676	2,796,689	378,584	801,338	2,540,188	
Rhubarb.....	16,066	37,911	7,577	20,228	357,856	
Safflower.....	576	3,897	34,779	21,845	29,422	
Straw Brail.....	531,136	3,590,784	1,521	398	1,919	
Tobacco.....	318,041	2,150,141	137,913	53,317	83,342	
Wool.....	238,017	1,609,130	773,577	301,812	84,059	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
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TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
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TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,651,394	347,296	22,801	98,436	
TOTAL.....	£ 2,837,487	£ 2,65				

Note.—The Halkwan tael values are based on local silver value only, the rate of exchange not having been taken into consideration.

7.—FORTY YEARS VALUES OF THE

Sterling Exchange Value of Hankwan Tael.	YEAR.	Shirtings, Grey, 7 lb.	Shirtings, White.	Sheetings, American.	T-Cloths, 7 lb., 32 inches.	Drills, English, 40 yards.	Cotton Yarn, English, No. 16 to No. 24.	Cotton Yarn, Indian.	Camlets, English.	Leatings, 30 yards, 31 inches.	Cotton, Raw, Bengal: lowest Price.	Cotton, Raw, Bengal: highest Price.
		¥ Piece.	¥ Piece.	¥ Piece.	¥ Piece.	¥ Piece.	¥ Picul.	¥ Picul.	¥ Piece.	¥ Piece.	¥ Picul.	¥ Picul.
2 d.	1861.....	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h
6 10 3	1862.....	2.58	2.40	3.70	1.82	3.85	50	...	16	12.25	...	11
7 1	1863.....	3	3.70	8	2.30	5.40	75.50	...	16.45	13	...	20
7 5	1864.....	4	4.15	5.50	2.75	7	80	...	17	13.50	...	19
6 11 1	1865.....	3.85	4	...	2.80	4.56	75	...	15.26	14.32	...	20.04
6 11 1	1866.....	2.52	3.33	6	2.32	4.78	84.90	...	14.55	12.46	...	15.04
6 9 7	1867.....	2.12	2.94	4.82	1.80	3.55	48.09	...	11.34	11.55	...	15.59
6 8	1868.....	1.76	2.89	4.16	1.58	3.68	32.83	...	13.16	10.50	...	13.90
6 7 1	1869.....	1.77	2.31	3.50	1.47	3.50	30	...	12.07	9.76	...	14.50
6 7 1	1870.....	1.70	2.26	3.54	1.36	2.89	30	...	11.06	9	...	14.77
6 6	1871.....	1.54	2.26	3.80	1.26	2.67	30	...	11.56	8.99	...	11.63
	AVERAGE.....	2.48	3.02	4.78	1.95	4.19	51.63	...	13.85	11.53	...	15.55
6 7 1	1872.....	1.47	2.17	3.75	1.44	2.60	26.50	...	15.17	10.33	6.67	13
6 5	1873.....	1.40	2.15	3.77	1.19	2.19	25.37	...	15.22	9.82	6.67	14.33
6 4 1	1874.....	1.29	1.98	3.27	1.15	1.91	24.26	...	15.92	10.43	4.67	9.87
6 2 1	1875.....	1.25	2.01	3.28	1.21	2.07	22.04	...	12.08	9.97	5.33	11.23
6 11 1	1876.....	1.19	1.92	2.73	1.16	1.82	20.47	...	11.72	9.57	7	10.33
6 0	1877.....	1.07	1.82	2.60	1.09	1.63	20.01	...	11.55	9.47	6.67	11
5 11 1	1878.....	1.09	1.82	2.19	1.02	1.59	19.27	...	10.75	9.07	7.33	11.33
5 7 1	1879.....	1.08	1.77	2.40	0.97	1.59	19.62	...	10.42	8.69	6	11
5 9 1	1880.....	1.10	1.72	2.50	0.99	1.69	21.20	...	10.18	8.31	5.33	11.17
5 6 1	1881.....	1.11	1.63	2.56	0.98	1.53	19.86	...	9.68	7.99	6	11.33
	AVERAGE.....	1.21	1.90	2.91	1.12	1.86	21.86	...	11.97	9.37	6.17	11.16
5 8 1	1882.....	1.10	1.69	2.55	1.06	1.42	19.68	...	8.81	7.89	4.67	10.33
5 7 1	1883.....	1.08	1.65	2.46	1.24	1.33	18.65	...	8.78	7.19	4	9.66
5 7	1884.....	1.01	1.50	2.38	1.03	1.95	18.76	...	8.70	6.56	5.33	9.66
5 3 1	1885.....	1.02	1.53	2.30	0.92	1.75	17.94	21.25	8.36	6.93	5.33	10.33
5 0 1	1886.....	0.99	1.55	2.24	1.01	1.71	17.72	22	8.26	6.34	6	10
4 10 1	1887.....	1.01	1.65	2.24	1.13	2.12	19.54	23	8.34	6.95	5.33	9.67
4 8 1	1888.....	1.06	1.73	2.50	1.12	2.11	22.22	17.50	8.34	6.97	6.67	10.50
4 8 1	1889.....	1.07	1.72	2.60	1.20	2	20.96	18.91	8.33	6.60	6.67	12.33
5 2 1	1890.....	1	1.63	2.34	1.18	2.06	20.04	17.63	7.77	6.33	6.67	11.67
4 11	1891.....	0.98	1.98	2.25	1.11	1.95	18.80	17.04	8.38	6.87	6.67	11
	AVERAGE.....	1.03	1.66	2.39	1.10	1.84	19.43	19.62	8.41	6.86	5.73	10.52
4 4 1	1892.....	0.96	2.06	2.40	0.88	1.82	17.82	16.78	8.78	7.83	7.02	9.73
3 11 1	1893.....	1.14	2.29	2.69	1.09	2.05	20.98	17.92	10.08	8.41	9.31	11.51
3 2 1	1894.....	1.36	2.43	2.90	1.16	2.41	22.78	17.98	10.89	11.28	8.54	10.80
3 3 1	1895.....	1.28	2.99	3	1.23	2.42	22.08	18.37	11.11	11.63	8.83	10.84
3 4	1896.....	1.29	2.72	2.96	1.53	2.58	23.24	19.58	11.38	9.82	10.36	11.38
2 11 1	1897.....	1.39	3.33	2.81	1.36	2.98	24.92	21.52	12.62	10.60	11.36	12.40
2 10 1	1898.....	1.34	3.06	2.50	1.33	2.95	24.32	19.17	11.90	10.33	11.22	12.61
3 0 1	1899.....	1.32	2.94	2.41	1.33	3.32	23.42	19.08	11.10	9.77	11.19	12.51
3 1 1	1900.....	1.62	3.19	2.69	1.42	3.79	26	19.49	10.78	9.76	13.95	15.58
2 11 1	1901.....	1.61	3.21	2.68	1.37	3.72	26	20.93	11.11	9.33	13.44	14.86
	AVERAGE.....	1.33	2.82	2.70	1.37	2.80	23.16	19.08	10.98	9.88	10.52	12.23

PRINCIPAL ARTICLES OF FOREIGN IMPORT.

Iron, Nail-rod: average Price.	Copper Ingots.	Lead, in Pigs.	Tin, in Slabs, Straits.	Tin- plates.	Rice, Saigon: average Price.	Flour.	Glass, Window.	Matches, Japan.	Sugar, Refined.	Opium, Malwa.	Opium, Patna.	YEAR.
¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Box.	¥ Picul.	¥ Picul.	¥ Box.	¥ Gross.	¥ Picul.	¥ Picul.	¥ Chest.	
Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	1862.
4.55	28	5.40	26	7.25	3	6	4	...	4.50	370	666	1863.
2.45	30.77	6	27	7.80	2.70	3.50	3.80	...	7.70	538	600	1864.
2.40	26	4.78	23	5.58	2.48	4.89	3	...	6.53	508	466.80	1865.
2.60	19.18	4.61	21	8.41	2.50	4.57	2.34	...	6.80	503	437.98	1866.
2.23	17.10	4.54	16.11	3.98	1.63	4.48	2.05	...	5.32	552.53	501.41	1867.
2.34	15.63	4.60	15.97	4.59	1.15	3.79	2.57	...	4.79	493	504.67	1868.
2.29	13.06	5.46	17.52	4.52	1.46	3.39	3.67	...	4.12	450.42	515.89	1869.
1.95	20	5.19	23.87	4.35	1.39	3	2.40	...	6	460.26	493.32	1870.
1.90	15.16	4.19	23.46	4.16	1.75	4	1.93	...	5	445.76	436.22	1871.
1.79	15.05	3.98	23.50	4.03	1.63	3	1.84	...	5.02	431.78	450.21	1872.
2.45	20.01	4.88	21.74	5.47	1.97	4.06	2.76	...	5.58	495.28	511.25	.....AVERAGE.
2.59	14.97	4.05	25.73	6.11	1.39	3	2.33	...	4.88	401.17	435	1873.
2.79	18	4.69	23.64	6.15	1	2.50	3.01	...	5.18	396.41	397.39	1874.
2.69	16.21	4.95	19.69	5.50	1.11	5.40	2.61	...	4.91	397.03	386.72	1875.
2.15	16.61	5.10	15.73	4.99	1.02	5.30	2.21	...	4.58	379.91	394.25	1876.
1.95	16.66	5.19	14.53	4.27	1.04	3.69	2.32	...	4.36	383.94	395.41	1877.
1.65	16.65	4.87	13.16	3.79	1.27	3.66	2.12	...	4.58	404.27	398.58	1878.
1.41	17	3.96	12.31	3.37	1.46	4	1.63	...	5.87	504.72	391.89	1879.
1.52	14.97	3.68	14.15	3.81	1.17	2.95	1.81	...	5.96	498.11	368.69	1880.
1.78	15.24	4.17	17.38	4.40	1.17	3.04	2.09	...	6.02	500.22	417.31	1881.
1.45	14.27	3.65	17.37	3.39	1.13	2.74	2.05	...	5.47	463.72	411	1882.
2.00	16.06	4.43	17.37	4.58	1.18	3.63	2.22	...	5.18	432.95	399.62	.....AVERAGE.
1.67	15	3.48	20.49	3.29	1.09	3.22	2.25	...	7.02	412.57	387.09	1883.
1.75	15	3.21	20.21	3.31	1.04	3.32	2.17	...	5.32	352.31	385.32	1884.
1.59	15.03	2.81	19.51	3.33	0.98	3.43	2.15	...	5.58	356.47	396.39	1885.
1.36	13.47	3	17.71	3.11	1.13	3	2.12	...	5.33	349.93	392.01	1886.
1.30	12.12	3.65	17.38	3.17	1.34	3.31	1.94	...	4.10	347.69	356.78	1887.
1.43	9.61	3.39	25.62	3.23	0.99	3.37	1.81	0.20	8.97	347.69	336.86	1888.
1.73	14	4.21	29.35	3.59	1.03	3.38	1.97	0.20	8.52	375.45	340.71	1889.
1.78	14	3.78	24.92	3.37	1.17	3.27	1.94	0.20	9.05	368.15	368.66	1890.
1.80	14	3.46	25.53	3.35	1.23	2.60	2.05	0.20	9.01	343.33	325.46	1891.
1.58	16.13	3.37	23.28	3.35	1.28	2.60	1.88	0.17	9	327.33	324.66	1892.
1.60	13.84	3.46	22.38	3.31	1.13	3.15	2.03	0.19	7.19	358.08	361.39	.....AVERAGE.
1.57	16	3.26	25.07	3.22	1.55	2.86	1.96	0.17	4.70	346.41	448.09	1893.
1.77	21.99	3.41	25.72	3.51	1.36	2.54	2.09	0.18	6	369.33	457.57	1894.
2.06	20.01	4.06	26.15	3.90	1.54	2.90	2.20	0.21	6.47	422.05	545.29	1895.
2.01	23.11	4.24	24.43	3.69	1.62	2.94	2.14	0.21	6.02	466.67	608.89	1896.
2.01	18.82	4.53	23.59	3.42	1.81	3	2.28	0.21	5.37	494.57	584.29	1897.
2.66	24.65	5.37	28.39	4	1.87	3.75	2.59	0.20	5.77	518.72	552.53	1898.
2.65	22.25	5.73	30.55	3.98	2.18	3.95	2.95	0.21	5.85	456.08	588.10	1899.
3.09	31	6	30.75	4.70	2.14	3.49	3.65	0.22	5.86	510.66	667.43	1899.
3.10	32.30	6.80	45.61	4.71	2.18	2.94	3.78	0.23	5.91	549.74	758.46	1900.
2.85	30.02	6.21	44.59	4.47	2.20	3.34	3.73	0.22	5.97	547.27	738.73	1901.
2.38	24.02	4.96	32.49	3.96	1.85	3.17	2.74	0.21	5.79	472.15	594.94	.....AVERAGE.

8.—FORTY YEARS VALUES OF THE PRINCIPAL ARTICLES OF CHINESE PRODUCE.

YEAR.	GENERAL EXPORT VALUES.									
	Tea, Black.	Tea, Green.	Tea, Brick.	Silk Cocoons.	Cassia Lignea.	Hides.	Rhubarb.	Musk.	Nutgalls.	Wool, Sheep's.
	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Catty.	¥ Picul.	¥ Picul.
1862.....	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h
1863.....	22	29	...	80	11.16	6.04	11.98	58	7	9
1864.....	26.49	38.50	...	103.46	8.67	11.63	19.86	26.97	12	15.50
1865.....	27.42	36.81	6.20	168.96	13.33	10.72	16.82	75.24	7.39	11.79
1866.....	26	33	8.01	145.57	12.67	10	37.22	61.44	11.20	29.56
1867.....	30.53	33.95	10.99	69.11	13.42	10.75	56.89	51.94	7.82	4.69
1868.....	24.84	36.91	10	57.70	15	11.14	52.48	66.73	6.27	4.72
1869.....	23.05	34.78	12.45	63.52	15.86	10.66	48.03	48.20	6.51	8
1870.....	20.61	35.26	8.01	56.83	15.37	10.50	49.56	49.56	6.54	6.01
1871.....	22.39	39.04	9	58.39	15.75	12.98	39.05	36.27	6.10	5.19
AVERAGE.....	24.73	34.73	9.08	88.16	12.46	12.94	38.06	53.30	7.78	10.15
1872.....	23.62	40.07	10	64.61	13.01	15.92	35.67	53.27	6.03	7.29
1873.....	25.59	24.42	9.75	92.64	12	8	31.09	113.03	6.12	7.95
1874.....	21.60	22.20	11.92	125.43	8.96	7.18	26.93	105.37	5.47	7.07
1875.....	20.67	23.61	11.84	78.48	5.09	8.48	42.79	77.43	6.13	6.21
1876.....	21.31	24.47	11.82	78.76	5.25	8.50	40.80	78.43	7.21	5.51
1877.....	17.49	21.96	11.90	88.38	5.91	8	38.98	84.10	7.15	7.21
1878.....	17.88	19.80	6.97	58.81	4.66	8.52	41	61.01	7.24	7
1879.....	18.07	23.52	5.05	64.35	5.73	9.46	38.29	69.47	7.21	6.56
1880.....	17.64	22.25	9.15	52.26	5.82	12.27	34.54	77.61	9.76	6.58
1881.....	16.01	21.45	5.93	65.59	5.23	12.29	36.10	79.80	10	6.49
AVERAGE.....	19.99	24.38	9.43	76.93	7.17	9.86	36.62	79.95	7.23	6.79
1882.....	16.05	22.87	5.95	53.94	4.67	11.05	26.77	80.24	9.90	8.75
1883.....	17.01	20.42	6.86	68.70	3.88	10.60	28.11	99.52	9.15	8.12
1884.....	14.80	21.75	6.05	45.42	3.36	10.91	39.91	79.69	9.49	7.74
1885.....	16.39	19.41	5.40	45	2.85	10.41	39.91	79.86	9.40	7.63
1886.....	16.74	18.41	6.14	65.05	3.13	11.49	39.42	119.14	9.86	9.39
1887.....	15.13	16.49	6.98	56.39	4.74	10.24	39.98	80.06	9.93	8.18
1888.....	15.39	19.52	5.95	56.57	4.76	10.50	39.28	80.54	9.95	8
1889.....	16.23	19.85	7.12	55.91	4.61	11.51	34.27	80.80	10.04	9.14
1890.....	17.88	18.55	7.19	70.72	5.57	11.86	39.79	80.55	10.02	8.64
1891.....	20.75	17.15	7.08	58.37	5.80	9.67	35.98	127.41	9.33	8.36
AVERAGE.....	16.64	19.44	6.47	57.61	4.34	10.82	36.34	90.78	9.71	8.40
1892.....	17.15	28.43	7.16	63.37	6.48	7.87	31.66	100.20	11.98	8.91
1893.....	18.43	24.15	7	64.10	6.69	7.87	28.87	137.90	11.89	10.18
1894.....	18.85	24.88	7.08	67.01	6.60	9.16	24.29	107.93	7.63	9.24
1895.....	20.56	20.04	8.51	45	4.07	8.50	25.66	161.80	8.85	8.78
1896.....	21.27	25.94	8.38	48.13	7.14	11.53	27.56	159.25	12.55	7.99
1897.....	22.41	29.84	10.57	59.45	7.68	14.18	42.16	184.39	24.68	10.55
1898.....	22.95	24.02	9.59	82.50	8.09	16.55	33.28	215.92	18.61	8.14
1899.....	23.33	22.60	9.68	88.20	10.05	16.88	21.14	215.81	19.96	14.83
1900.....	20.38	23.54	9.71	86.54	10.09	17.73	22.98	191.43	22.32	13.35
1901.....	17.14	23.22	8.73	74.90	10.69	19.28	19.74	217.47	21.75	11.97
AVERAGE.....	20.25	24.67	8.64	67.92	7.75	12.96	27.73	169.21	16.02	10.39

8.—FORTY YEARS VALUES OF THE PRINCIPAL ARTICLES OF CHINESE PRODUCE—Continued.

YEAR.	NEWCHWANG VALUES.			HANKOW VALUES.				
	Beans.	Beancake.	Bean Oil.	Oil, Wood.	Tobacco, Leaf.	Tobacco, Prepared.	Wax, White.	Silk, Yellow, Szechwan.
	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.
1862.....	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h	Hk. 7h
1863.....	...	...	...	8.50	12	20	50.01	280
1864.....	1.25	...	6.25	11.91	8.21	26.21	63.03	313.69
1865.....	1.20	...	4.33	11.39	8.20	20.87	67.47	292.35
1866.....	1.20	...	4.60	8.05	8.16	19.91	130.61	281.11
1867.....	1.05	...	4	6.49	9.15	27.22	218.90	235.25
1868.....	0.95	...	3.70	6.36	8.11	22.41	179.41	208.94
1869.....	0.90	...	3.15	7.09	7.95	23.36	110.32	198.60
1870.....	1	0.73	3.90	7.67	7.92	27.51	101.11	196.06
1871.....	0.96	0.71	3.98	6.29	6.60	23.24	60.10	219.34
AVERAGE.....	1.06	0.72	4.24	8.19	8.48	23.41	108.99	247.26
1872.....	0.93	0.68	3.71	5.62	6.53	19.74	44.78	204.66
1873.....	0.83	0.65	3.19	5.81	7.26	18.01	40.63	178.67
1874.....	0.77	0.62	2.30	5.65	6.11	15.64	42.73	115.40
1875.....	0.87	0.67	2.32	5.60	5.89	15.88	45.84	127.70
1876.....	1.07	0.73	3.75	6.17	6.23	15.89	46.79	139.55
1877.....	1.15	0.90	3.91	6.30	5.98	14.28	44.98	167.23
1878.....	0.91	0.80	3.86	5.87	6.61	14.99	45.97	151.83
1879.....	0.94	0.76	3.60	6.27	7.20	17.16	49.09	165.33
1880.....	0.82	0.67	2.58	6.19	6.61	14.70	53.73	183.28
1881.....	0.81	0.64	3.52	6.53	5.66	14.35	56.02	215.81
AVERAGE.....	0.91	0.71	3.27	6.00	6.41	16.06	47.06	164.95
1882.....	0.87	0.68	2.79	6.53	6.06	13.69	54.03	193.63
1883.....	0.86	0.69	2.90	6.63	5.64	14.61	47.38	220.36
1884.....	0.89	0.72	3.44	6.30	5.01	15.62	50.98	180.86
1885.....	0.90	0.68	3.03	7.04	7.18	13.86	49.86	198.84
1886.....	1.02	0.81	3.22	6.85	6.26	13.38	48.51	215.34
1887.....	0.92	0.80	2.69	5.62	5.02	14.95	45.53	215.42
1888.....	1.06	0.80	2.92	4.96	5.01	20.06	48.26	200.63
1889.....	1.07	0.84	4.12	4.10	5.86	24.09	33.11	199.08
1890.....	0.99	0.81	4.50	4.83	4.84	23.43	33.79	184.25
1891.....	0.90	0.74	3.46	5.41	5.93	22.54	32.64	177.30
AVERAGE.....	0.95	0.76	3.31	5.83	5.68	17.62	44.41	198.63
1892.....	0.90	0.78	3.14	5.50	5.90	19.80	42.81	173.19
1893.....	1.31	1	3.79	5.30	5.70	14.40	63.91	189.98
1894.....	1.04	0.94	3.94	4.85	5.50	11.75	96.98	176
1895.....	1.20	1.02	4.24	5	5.60	12.60	93.51	174.40
1896.....	1.46	1.18	5.17	7	5.50	14.10	92.48	187.98
1897.....	1.78	1.28	6.56	8.85	6.28	13.12	96.50	223.53
1898.....	2.04	1.62	6.06	9.60	7.87	14	94.21	204.50
1899.....	1.85	1.55	6.61	9.50	7.50	14	56.80	227
1900.....	1.59	1.35	5.66	7.75	7.05	14.50	67	207.33
1901.....	2.20	1.62	6.80	6.40	6.60	15	52.50	240
AVERAGE.....	1.54	1.23	5.10	6.97	6.35	14.33	75.67	200.79

8.—FORTY YEARS VALUES OF THE PRINCIPAL ARTICLES OF CHINESE PRODUCE—Continued.

YEAR.	SHANGHAI VALUES.								NINPO VALUES.
	Cotton, Raw.	Oil, Ground-nut.	Nan-keens.	Rice.	Silk, White.	Silk, White, Filature.	Straw Braid, White.	Wheat.	
	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	
1862.....	Hk. 7h. 12	Hk. 7h. 28	Hk. 7h. 28	Hk. 7h. 3	Hk. 7h. 350	Hk. 7h. 350	Hk. 7h. 11.91	Hk. 7h. 2.50	Hk. 7h. 3
1863.....	20	5	30	2.70	350	...	7	3	...
1864.....	19.55	9.50	55.37	2.80	409.33	...	28.02	2.50	...
1865.....	13.99	6.30	45.68	2.07	419.79	...	30.77	2	...
1866.....	17	7	43.62	2	500	...	24.14	0.88	...
1867.....	15.10	9	43.31	1.90	485.44	...	24.02	1.88	3.20
1868.....	16	5.16	40.21	1.93	517.39	...	22.49	1.84	3.95
1869.....	15	7.74	42.66	1.51	464.95	...	25	1.48	4
1870.....	15	5.97	39.88	1.92	515	...	25	1.23	3.82
1871.....	12	5	40	1.50	503	...	5.25	0.60	4.49
AVERAGE.....	15.56	6.74	40.87	2.13	451.49	...	20.36	1.79	3.89
1872.....	10.77	5	39.89	1.35	490.08	...	11.60	0.54	5
1873.....	8.08	4.50	29.85	1.08	500	...	15	0.72	5
1874.....	8.08	4.01	30.05	1.08	300	...	11.81	0.72	3
1875.....	10.22	4.50	41.90	1.25	285	...	22	1.11	4.69
1876.....	9.02	4.50	41.84	1.25	443	...	20	1.75	4.56
1877.....	9.10	5	45.10	1.40	340	...	24.88	1.10	8.16
1878.....	10.10	5	44.99	1.47	329.58	...	21.85	1.18	8.98
1879.....	9.95	4.99	45	1.47	321	...	27	1.18	5.60
1880.....	9.95	4	35.04	1.20	300	...	25.82	1.18	5.84
1881.....	9.95	5	35	1.20	349.86	...	25.07	1.18	5.41
AVERAGE.....	9.52	4.65	38.87	1.28	365.85	...	20.50	1.07	5.62
1882.....	10.75	5	39.98	1.20	306.98	...	27.02	1.20	7.31
1883.....	10.93	5	35.01	1.20	319.88	...	25.01	1.15	5.93
1884.....	11.35	5.01	40.01	1.20	273	...	25.01	1.20	4.64
1885.....	11.50	5	40.01	1.60	272	...	24.48	1.20	4.07
1886.....	10.83	...	40	1.80	300	...	25.02	1.50	3.70
1887.....	10	4.99	40.01	1.30	320	...	25	1.20	4.39
1888.....	11	5	39.99	1.40	306	...	24.99	1.20	4.82
1889.....	10	5	40	1.40	315	...	23	1.20	7.50
1890.....	10	5	39.99	1.30	340	...	25	1.20	7
1891.....	10.80	4.80	40	1.80	281	...	27.99	1.45	4
AVERAGE.....	10.72	4.98	39.50	1.42	303.39	...	25.25	1.25	5.34
1892.....	10	4.82	40	1.50	306	...	23.30	1.20	4.35
1893.....	10.70	4.80	40	1.40	315	...	24	1.30	5.77
1894.....	9.85	4.80	39.99	1.80	320	535	21	1.30	5.40
1895.....	12.50	4.83	40	2.50	314	580	21	1.33	5.40
1896.....	12	6.06	40	2.10	340	580	40	1.20	6.30
1897.....	15	6.90	44	2.60	330	650	70	1.40	8.50
1898.....	11.50	7.50	44	2.40	400	650	45	2	9.40
1899.....	13	8	44	2.40	450	750	39	2	9
1900.....	13.70	7.70	43.30	2	439	695	63	1.50	8.38
1901.....	16.30	7.79	46	2	340	600	42	1.40	8.50
AVERAGE.....	12.45	6.32	42.33	2.07	355.40	630	38.83	1.46	7.10

8.—FORTY YEARS VALUES OF THE PRINCIPAL ARTICLES OF CHINESE PRODUCE—Continued.

YEAR.	SWATOW VALUES.				CANTON VALUES.					
	Sugar, Brown.	Sugar, White.	Sugar, Candy.	Oranges, Fresh.	Cassia Ligna.	Buttons, Brass.	Fire-crackers & Fireworks.	Matting.	Silk, White.	Silk, White, Filature.
	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Picul.	¥ Roll.	¥ Picul.	¥ Picul.
1862.....	Hk. 7h. 2.33	Hk. 7h. 4	Hk. 7h. 4.67	Hk. 7h. 0.80	Hk. 7h. 11.17	Hk. 7h. 60.47	Hk. 7h. 6	Hk. 7h. 2.83	Hk. 7h. 266.69	Hk. 7h. 283
1863.....	2.67	4.67	6.67	1.67	11.33	60.03	6.33	3	283.35	...
1864.....	3.17	5	7	1.67	11	60.09	6.33	3	272	...
1865.....	3.33	4.67	10	1.67	11.33	60.05	7.11	3.50	333.35	...
1866.....	2.80	4.49	9.99	1.33	12.67	59.91	6.67	4	368.45	...
1867.....	2.47	4	7.32	1.33	11.28	59.97	6.67	3.69	320.33	...
1868.....	2	3.33	8	0.80	13.36	60	7.50	4.12	374.98	...
1869.....	2.43	3.94	6.33	1.72	14.02	59.89	6.33	3.48	333.55	...
1870.....	2.25	4.80	6	1.12	13.67	59.61	6.33	4	351	...
1871.....	2.21	3.94	5.44	1.17	14	59.63	6.33	4	317.28	...
AVERAGE.....	2.57	4.28	7.14	1.33	12.38	59.96	6.56	3.56	322.10	...
1872.....	2.36	4.97	3.86	1.67	11.67	53.99	6.28	4	370.26	...
1873.....	3.03	5.34	4.32	1.24	10.77	53.98	6.28	4	400.01	...
1874.....	2.10	3.90	5.76	1.03	8.98	53.86	6.28	4	400.06	...
1875.....	2.46	4.10	5.38	1.11	5.14	38.20	9.31	3.27	241.60	...
1876.....	1.97	3.52	5.21	0.91	5.26	36.82	9.39	3.07	297.30	...
1877.....	2.60	3.90	5.93	1.18	5.91	31.36	9.34	3	237.59	...
1878.....	2.93	4.94	5.97	0.82	4.67	31.90	9.30	3	260.20	...
1879.....	3.25	5.21	6.07	0.77	5.91	31.27	9.34	3	260.83	...
1880.....	3.12	5.17	6.03	0.79	5.92	31.30	9.46	3.20	276.04	...
1881.....	2.98	5.02	5.99	0.77	5.41	31.06	9.30	3.20	282.27	...
AVERAGE.....	2.68	4.61	5.45	1.03	6.96	39.37	8.41	3.37	302.62	...
1882.....	3.11	4.87	6	0.84	4.65	29.30	9.30	3.50	241.87	...
1883.....	2.98	4.96	6	0.80	4.04	29.30	9.30	3.50	246.91	...
1884.....	2.18	3.73	5.58	0.73	3.80	29.31	9.31	3.47	242.17	...
1885.....	2.40	3	5.38	0.79	3.31	29.31	9.65	3.47	250.28	...
1886.....	2.48	3.94	5.38	0.89	4.23	28.13	9.26	3.40	281.34	...
1887.....	2.42	3.88	5.41	0.91	4.54	29.53	9.30	3.48	288.75	...
1888.....	2.40	3.87	5.50	0.91	4.87	32.67	9.42	3.30	308.43	...
1889.....	2.38	3.85	5.46	1.07	4.71	32.13	9.15	2.71	325.24	...
1890.....	2.36	3.85	5.03	1.90	5.67	32.41	9.16	3.60	320.53	...
1891.....	2.36	3.81	5.87	0.87	5.77	32.82	9.24	3.60	331.81	...
AVERAGE.....	2.51	3.97	5.56	0.87	4.56	30.49	9.31	3.40	283.73	...
1892.....	3	4.07	5.35	1.03	6.06	32.95	9.15	3.60	334.51	...
1893.....	2.61	4.50	7.23	1.08	6.43	32.95	9.50	3.60	338.79	...
1894.....	2.36	3.80	7.27	1.15	6.73	32.98	9.52	3.60	346.49	...
1895.....	2.42	3.81	6.04	1.28	6.68	34.86	9.76	3.60	348.80	364.29
1896.....	2.28	3.96	5.86	1.33	10.03	35.47	10	3.61	337.68	370.43
1897.....	2.84	4.88	5.70	1.38	10.28	39.29	10	3.75	337.92	374.88
1898.....	3.32	5.34	5.70	1.44	9.60	45.20	10	3.97	353.04	390.29
1899.....	3.28	5	5.70	1.56	9.88	47.69	10.50	4.10	379.11	455.94
1900.....	3.18	4.98	5.70	1.51	11.18	48.08	12.28	4.28	310.46	390.87
1901.....	3.28	5.36	7.91	1.62	12.11	46.68	12	4.37	317.47	368.32
AVERAGE.....	2.86	4.57	6.25	1.34	8.90	39.61	10.31	3.85	340.43	387.86

III.—IMPORT AND EXPORT TABLES.

1.—a. NET IMPORT OF COTTON GOODS DIRECT FROM FOREIGN COUNTRIES, 1892-1901.

DESCRIPTION.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Shirtings, Grey, Plain..... Pieces	6,460,792	4,302,000	4,839,443	5,387,489	5,516,836	4,957,538	5,131,137	5,130,896	4,502,138	4,121,655
" White, "..... "	2,288,629	1,823,415	2,527,088	1,843,645	2,568,504	2,292,555	2,199,042	2,753,532	2,476,295	2,476,446
" Dyed, "..... "	165,667	54,559	51,813	45,499	83,735	111,953	77,005	118,189	109,265	169,815
T-Cloths..... "			996,211	1,414,302	1,404,845	1,215,059	1,316,708	1,199,203	818,103	918,110
" Indian..... "	2,090,369	1,537,649	249,535	369,628	289,863	367,781	83,852	83,937	17,113	15,320
" Japanese..... "			2,154	11,837	12,843	24,957	103,663	242,652	105,071	298,608
Drills, English..... "	102,057	403,213	208,455	149,018	132,373	76,202	73,356	78,887	69,047	78,616
" Dutch..... "	34,680	63,120	100,975	71,842	84,334	25,862	18,318	40,170	44,624	32,928
" American..... "	644,532	426,804	705,031	518,402	1,226,759	1,531,647	1,314,761	1,626,107	805,892	1,649,626
" Japanese..... "			11,741	10,425	9,136	1,250	1,065	9,577	518	23
Jeans, English..... "	123,960	93,052	177,292	110,940	127,728	183,451	123,599	76,016	116,118	41,085
" Dutch..... "	16,220	26,660	40,800	39,030	54,260	30,890	38,475	30,690	23,070	14,440
" American..... "	20,101	24,360	26,008	21,798	52,480	68,076	105,759	126,303	137,366	97,368
Sheetings, English..... "	686,528	797,763	399,837	506,239	1,019,991	389,569	523,366	763,762	605,199	397,443
" Indian..... "			95,374	62,995	156,709	23,700	16,520	40,332	43,223	2,620
" Dutch..... "			8,240	5,036	1,040			45	1,960	1,262
" American..... "	1,326,406	903,334	1,275,744	762,093	2,251,600	2,418,971	2,483,991	3,975,903	2,312,494	2,840,518
" Japanese..... "			10,471	3,091	25,537	24,744	6,601	31,820	26,774	13,006
Chintzes, Furnitures, and Plain Cotton Prints..... "	645,579	551,015	417,946	616,959	1,204,280	932,494	268,940	520,541	968,828	393,667
Twills, Printed..... "	191,378	117,272	22,178	76,464	183,368	82,315	4,673	24,097	68,915	55,883
Turkey Red Cottons..... "	367,418	174,140	208,662	278,934	363,954	174,396	229,317	322,976	289,422	192,930
Cotton Lastings, Plain and Figured..... "	600,747	565,906	530,248	450,123	978,824	1,141,064	734,295	940,672	1,216,460	1,614,013
Handkerchiefs..... Dozens			237,996	441,467	1,077,116	413,724	305,314	678,356	524,253	430,183
" Japanese..... "	606,874	531,523	20,055	23,805	48,088	23,071	17,745	21,739	27,645	26,675
Towels..... "			367,569	189,113	990,174	584,789	325,641	550,038	422,590	202,616
" Japanese..... "	582,799	883,332	89,605	92,708	155,170	141,728	191,945	209,062	214,088	294,176
Cotton Flannel..... Pieces			68,685	90,692	205,467	125,277	153,885	397,469	272,626	371,087
" Japanese..... "			47,611	77,399	50,232	60,332	56,835	176,676	155,299	164,255
Japanese Cotton Cloth..... "			194,397	85,794	90,160	172,731	151,329	181,016	135,929	112,268
Cotton Yarn, English..... Piculs	49,019	43,939	67,950	56,007	58,133	51,298	73,590	58,703	30,916	52,556
" Indian..... "	1,254,489	937,883	1,060,542	1,057,046	1,461,365	1,235,537	1,399,930	1,906,426	985,989	1,716,983
" Japanese..... "			31,104	19,148	101,381	283,817	485,244	779,700	471,531	498,116
" Thread..... "	2,063	1,576	2,098	1,909	3,927	2,464	3,773	3,815	2,296	3,446

b. NET IMPORT OF WOOLLEN GOODS DIRECT FROM FOREIGN COUNTRIES, 1892-1901.

DESCRIPTION.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Camlets, English..... Pieces	99,048	96,911	68,930	78,418	65,562	60,113	46,162	61,968	48,299	99,883
Lastings..... "	117,343	86,483	33,700	53,950	61,725	83,849	32,912	55,908	34,160	23,188
Long Hells..... "	106,370	119,614	103,028	105,209	103,180	72,109	63,533	102,096	84,406	95,485
Spanish Stripes..... "	55,595	55,386	33,667	46,184	57,418	45,542	35,631	37,988	21,814	46,058
Cloth, Broad, Medium, Habit, and Russian..... "	44,817	23,945	20,591	17,882	32,185	32,041	22,427	16,622	12,823	23,298
Blankets..... Pairs	26,159	42,416	5,006	12,421	45,721	16,029	21,564	52,864	40,574	28,175
Italian Cloth..... Pieces	...	...	85,266	63,138	161,121	119,550	72,270	50,746	46,642	82,489
Woollen Yarn and Cord..... Piculs	1,280	...	1,765	2,712	3,566	3,130	1,836	4,836	3,858	4,465

c. NET IMPORT OF OPIUM, 1892-1901.

DESCRIPTION.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Malwa..... Piculs	28,782	28,694	29,690	26,661	23,046	19,635	18,935	28,435	22,945	21,799
Patna..... "	18,877	20,295	19,767	14,661	16,747	18,642	18,511	18,737	15,867	17,462
Benares..... "	15,353	12,121	9,209	7,715	6,564	8,174	10,454	11,006	9,976	9,788
Persian and other kinds..... "	7,770	6,998	4,459	2,269	2,637	2,858	1,852	983	491	435
TOTAL..... "	70,782	68,108	63,125	51,306	48,994	49,309	49,752	59,161	49,279	49,484

d. NET IMPORT OF METALS DIRECT FROM FOREIGN COUNTRIES, 1892-1901.

DESCRIPTION.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Iron, Nail-rod..... <i>Piculs</i>	300,384	296,926	345,002	270,589	441,278	192,074	351,572	211,823	123,374	199,312
" Bar..... "	133,821	107,727	125,145	144,672	163,457	105,336	187,081	140,559	118,042	198,931
" Sheets and Plates..... "	44,314	38,347	56,949	60,615	80,412	57,725	77,898	108,820	142,223	68,546
" Wire..... "	67,258	61,497	34,375	36,629	49,482	41,836	49,096	48,421	36,179	68,615
" Pig and Kentledge..... "	97,088	62,087	90,209	122,054	144,779	24,127	168,382	45,874	21,480	68,561
" Old..... "	704,253	501,431	509,656	413,686	867,362	543,915	711,601	636,875	438,405	479,777
Ironware..... <i>Val., Hk. 7h</i>	340,154	277,909	159,980	144,625	519,855	416,174	477,929	673,358	763,795	784,132
Tin, in Slabs..... <i>Piculs</i>	66,966	67,500	73,366	75,931	91,251	68,299	52,909	37,824	46,674	70,722
Tinplates..... "	17,970	15,560	23,642	54,892	31,110	58,619	112,081	18,505	33,544	81,879
Lead, in Pigs..... "	221,386	176,890	211,727	179,618	167,306	127,518	146,097	154,139	86,280	126,361
Copper, Unmanufactured, Slabs, and Ore..... "	31,206	34,607	26,415	15,388	37,805	41,781	30,069	19,657	17,878	10,236
Yellow Metal, Bar, Rod, Sheets, and Nails..... "	26,336	28,214	25,432	22,953	28,440	29,008	27,764	26,205	23,205	23,793
Steel..... "	53,443	122,115	59,148	45,755	85,718	53,048	48,116	83,256	61,312	52,244
" Mild..... "			51,543	59,110	161,430	11,768	150,695	143,536	107,432	131,557
Spelter..... <i>Val., Hk. 7h</i>	275,281	490,397	54,845	17,619	119,778	235,606	102,405	106,911	20,662	13,238

e. NET IMPORT OF SUNDRIES DIRECT FROM FOREIGN COUNTRIES, 1892-1901.

DESCRIPTION.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Bicho de Mar..... <i>Piculs</i>	40,352	41,518	35,344	30,864	38,108	44,142	37,047	37,581	29,561	37,687
Birds Nests..... "	841	765	891	936	1,048	929	897	1,449	939	883
Candles..... <i>Val., Hk. 7h</i>	...	...	153,250	90,368	157,877	159,489	153,273	312,870	356,110	321,306
Cement..... "	...	...	160,583	132,429	209,927	109,800	462,782	381,478	149,914	100,672
Cigars and Cigarettes..... "	...	...	227,588	279,276	400,818	514,406	687,364	870,303	1,011,653	2,217,990
Clocks and Watches..... <i>Pieces</i>	104,803	111,514	68,250	82,160	179,104	128,700	129,749	206,221	141,579	163,736
Cloves and Spices..... <i>Piculs</i>	20,793	33,770	33,612	34,146	32,359	28,909	29,546	10,053	17,245	...
Coal..... <i>Tons</i>	398,230	418,940	486,295	572,431	624,914	549,359	730,606	859,370	864,158	1,152,959
Cotton, Raw..... <i>Piculs</i>	106,635	53,418	43,103	44,711	99,129	160,256	229,005	278,366	134,750	254,855
Dyes, Aniline..... <i>Val., Hk. 7h</i>	978,921	1,017,406	1,169,061	859,483	1,546,100	1,469,789	1,260,594	1,734,352	1,696,628	1,618,406
Flour..... "	670,905	772,430	1,088,780	1,465,895	1,505,653	1,221,516	1,774,712	3,189,497	3,329,868	4,726,962
Ginseng..... <i>Piculs</i>	3,348	3,446	3,632	4,381	4,023	4,892	4,814	5,107	4,032	4,280
Glass, Window..... <i>Boxes</i>	64,734	111,812	103,470	80,881	111,586	138,553	93,409	116,896	100,021	73,147
Iodine..... <i>Piculs</i>	9,755	26,299	37,249	46,602	54,061	70,134	54,791	78,174	47,309	85,422
Leather..... "	...	...	8,549	7,928	9,157	14,035	14,870	16,200	14,815	20,668
Matches..... <i>Gross</i>	5,227,598	6,098,356	8,251,731	850,960	566,722	279,660	279,279	305,826	107,861	105,651
" Japan..... "	...	...	5,789,596	7,265,493	7,793,450	8,974,168	11,073,025	11,009,321	9,166,247	13,052,008
Morphia..... <i>Ounces</i>	...	...	48,324	70,339	77,289	81,716	92,159	154,705	114,768	138,567
Needles..... <i>Mills</i>	3,043,539	2,592,104	2,421,724	1,884,645	4,170,982	3,072,801	2,347,363	2,808,398	2,813,980	3,024,463
Oil, Kerosene, American..... <i>Gallons</i>	31,884,013	36,720,382	51,670,853	23,055,940	33,520,649	48,212,505	50,084,015	40,724,989	34,447,112	57,759,677
" " Russian..... "	8,649,318	13,286,198	17,500,283	26,566,979	28,285,000	36,924,125	19,926,246	35,695,116	32,708,757	32,486,070
" " Sumatra..... "	...	...	534,280	2,395,035	5,151,873	4,212,278	26,871,865	11,993,202	16,424,155	40,640,049
Paints..... <i>Val., Hk. 7h</i>	337,462	640,127	511,484	525,173	771,223	635,560	733,798	795,261	535,118	725,425
Pepper, Black and White..... <i>Piculs</i>	66,542	48,905	70,709	52,788	65,702	26,803	15,558	33,744	21,751	37,960
Perfumery..... <i>Val., Hk. 7h</i>	51,237	51,714	50,405	58,003	70,856	64,008	75,011	114,290	110,576	125,912
Rattans..... <i>Piculs</i>	100,813	112,418	116,445	98,531	121,144	115,521	102,973	98,520	122,816	108,181
Rice..... "	3,948,201	9,474,561	6,440,718	10,096,448	9,414,568	2,103,702	4,645,360	7,365,217	6,207,226	4,411,609
Sandalwood..... "	120,841	117,887	103,750	98,985	130,824	106,080	92,477	101,634	72,075	97,274
Seaweed..... "	522,548	454,365	560,343	478,547	468,740	544,057	546,873	580,046	360,774	678,558
Silk Piece Goods..... "	...	...	283	385	440	527	575	793	1,169	1,417
" and Cotton Ribbons..... <i>Val., Hk. 7h</i>	...	...	143,769	97,879	273,340	302,594	267,124	314,710	312,661	577,932
Soap..... "	291,806	387,576	380,903	356,529	519,924	446,686	579,285	699,303	753,289	1,063,604
Sugar of all kinds..... <i>Piculs</i>	531,614	1,549,297	1,823,890	1,483,217	1,636,129	2,298,427	1,813,202	2,077,959	1,291,289	2,564,787
Timber..... <i>Val., Hk. 7h</i>	1,082,227	1,032,190	1,278,136	1,224,616	1,182,494	1,324,084	966,637	1,308,648	1,034,567	1,732,648
Umbrellas, European..... <i>Pieces</i>	...	...	17,903	41,300	97,548	116,710	93,257	118,954	127,869	80,748
" Japanese..... "	667,633	590,632	363,196	563,277	613,388	848,917	544,691	602,746	895,673	952,458

2.—a. EXPORT OF TEA DIRECT TO

DESTINATION.	BLACK.									
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Great Britain.....	Piculs. 313,978	Piculs. 322,331	Piculs. 259,269	Piculs. 203,785	Piculs. 171,113	Piculs. 141,946	Piculs. 121,977	Piculs. 155,091	Piculs. 109,422	Piculs. 108,383
Hongkong.....	159,257	167,377	163,397	147,305	141,521	115,561	109,581	106,122	114,562	94,245
India.....	290	723	17	17	85	27	133	111	1,001	354
Singapore and Straits.....	7,532	6,225	11,962	5,702	3,008	3,417	3,554	3,279	3,322	3,654
Australia.....	119,606	89,650	80,309	84,305	46,860	33,327	42,744	45,579	45,584	12,606
New Zealand.....	3,085	2,298	274	468	50	210	144	90	24	...
South Africa, including Mauritius.....	12,369	12,082	10,548	13,074	17,270	9,439	9,658	8,629	10,524	12,390
British America.....	5,416	11,089	6,233	3,689	15,904	3,995	3,269	4,753	13,633	4,199
United States of America.....	209,603	202,797	258,884	163,569	115,053	96,589	79,395	99,322	153,714	96,820
Philippine Islands.....	273	298	310	383	206	508	235	135	227	317
South America.....	4	6	12	21	28	83	...	31	315	...
Continent of Europe, Russia excepted.....	13,658	20,838	25,506	29,357	29,865	34,170	40,405	51,355	54,711	46,724
Russia via Odessa.....	117,254	164,039	169,204	204,747	170,059	147,567	172,114	189,751	269,051	191,535
Russia and Siberia via Kiakhta.....	89,707	117,202	158,727	179,633	144,943	118,009	186,814	197,143	9,135	17,705
Russian Manchuria.....	2,381	11,229	19,939	36,006	19,260	25,028	35,194	29,357	32,782	42,577
Korea.....	...	...	...	11	30	34	36	16	24	61
Japan.....	4,399	3,648	1,429	781	1,213	698	2,268	861	4,831	1,004
Macao.....	27,562	39,774	33,583	33,329	25,507	25,737	28,081	31,401	28,332	20,558
Cochin China, Tonkin, and Annam.....	5,269	4,275	6,798	7,113	4,346	4,026	7,168	7,607	7,330	6,846
Siam.....	1,494	1,813	2,535	3,030	2,572	2,173	2,345	2,692	2,755	2,958
Java.....	8,447	10,717	8,243	7,597	2,911	1,974	1,237	1,401	1,392	1,355
Turkey in Asia, Persia, Egypt, Aden, and other places.....	1,645	1,805	36	130	613	397	481	852	703	1,208
TOTAL.....	1,101,229	1,190,206	1,217,215	1,123,952	912,417	764,915	847,133	935,578	863,374	665,499

	1892.	1893.	1894.
Piculs.	Piculs.	Piculs.	Piculs.
TOTAL QUANTITY OF BRICK AND TABLET TEA EXPORTED.....	332,157	393,115	408,459

FOREIGN COUNTRIES, 1892-1901.

DESTINATION.	GREEN.									
	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Great Britain.....	Piculs. 47,193	Piculs. 43,811	Piculs. 45,428	Piculs. 46,660	Piculs. 42,170	Piculs. 38,666	Piculs. 35,407	Piculs. 25,519	Piculs. 25,716	Piculs. 26,468
Hongkong.....	3,039	2,588	1,960	3,788	3,806	4,137	4,560	11,443	4,676	6,022
India.....	33,504	42,520	35,413	32,535	46,652	11,414	7,589	9,587	15,025	10,029
Singapore and Straits.....	671	610	699	792	530	459	370	425	273	566
Australia.....	112	19	13	27	81	...	...	28	...	5
New Zealand.....	...	...	...	...	...	...	...	...	...	...
South Africa, including Mauritius.....	14	2	2	9	8	3	3	...	...	2
British America.....	3,306	4,186	2,668	7,903	5,808	7,096	12,791	7,206	7,001	3,374
United States of America.....	98,320	139,490	144,313	147,548	111,042	111,299	77,540	119,184	101,442	86,747
Philippine Islands.....	...	...	...	...	...	...	...	...	...	...
South America.....	...	...	...	...	...	...	...	...	...	...
Continent of Europe, Russia excepted.....	1,229	615	603	617	1,674	4,607	3,620	3,348	4,500	4,891
Russia via Odessa.....	1	...	3	2,156	4,581	21,192	41,188	5,698	179	50,118
Russia and Siberia via Kiakhta.....	...	793	953	...	...	...	...	...	...	...
Russian Manchuria.....	19	11	6	12	27	8	15	29,030	34,589	...
Korea.....	...	...	...	...	1	...	...	1	1	3
Japan.....	636	1,470	794	1,515	216	1,725	1,430	1,190	5,517	622
Macao.....	178	88	231	59	19	46	3	1	282	230
Cochin China, Tonkin, and Annam.....	8	4	42	76	80	103	5	3	52	2
Siam.....	132	20	14	21	6	17	20	36	23	...
Java.....	...	2	3	13	3	...	1	4	3	22
Turkey in Asia, Persia, Egypt, Aden, and other places.....	78	8	316	471	295	396	764	1,095	1,146	329
TOTAL.....	188,440	236,237	233,465	244,202	216,999	201,168	185,306	213,798	200,425	189,430

	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
TOTAL QUANTITY OF BRICK AND TABLET TEA EXPORTED.....	497,206	583,133	564,447	505,542	480,131	319,950	302,092

---TRADE IN FOREIGN BOTTOMS*: TOTAL ANNUAL REVENUE ACCRUING ON FOREIGN TRADE AT EACH PORT, 1892-1901.

Port.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
Newchwang.....	544,546	491,011	504,884	...	566,703	568,548	634,437	928,740	498,244	FL. 774 751,631
Tientsin.....	694,557	683,933	749,051	765,552	841,042	973,307	1,016,413	1,269,804	1,267,514	751,631
Chiaofoo.....	358,200	374,371	374,482	426,864	416,280	...	566,582	681,693	556,862	705,000
Kiaohow.....	...	...	...	356,681	314,846	385,731	288,009	326,537	594,82	107,415
Chungking.....	200,930	181,295	244,414	340,397	495,260	...	324,632	579,644	376,900	151,950
Shanghai.....	118,286	118,520	243,547	474,153	1,776	8,641	4,040	5,285	6,603,377	866,705
Shanghai.....	...	...	...	...	...	...	...	...	6,621	12,783
Yenchow.....	...	...	...	...	...	...	...	...	790	3,934
Hankow.....	1,895,217	2,219,475	2,098,883	2,142,996	1,991,259	2,035,013	2,194,412	2,398,099	2,115,760	2,087,668
Kinkiang.....	1,047,723	1,026,748	1,001,256	1,076,544	997,889	921,1851	958,653	987,636	886,182	838,201
Wuhu.....	705,312	586,170	719,598	422,885	590,405	407,509	422,259	953,726	894,126	584,349
Nanking.....	...	...	...	...	...	...	...	56,653	147,450	200,894
Chinkiang.....	6,311,191	702,625	913,498	1,412,110	835,904	810,977	714,281	996,335	891,042	991,028
Shanghai.....	6,371,532	5,881,945	6,470,009	6,183,685	7,291,147	7,490,977	6,907,194	8,120,845	7,117,387	8,152,666
Soochow.....	...	...	...	...	343	102,107	114,838	75,259	53,655	93,220
Hangchow.....	...	...	...	...	4,060	374,875	444,611	595,060	534,666	618,129
Ningpo.....	1,256,773	1,277,586	1,186,850	1,240,343	1,205,190	832,405	735,556	800,971	686,184	674,973
Wenzow.....	36,996	49,924	47,697	66,614	45,933	53,655	57,781	64,574	44,978	45,082
Santiao.....	...	...	...	...	...	...	...	4,209	77,186	140,282
Tonchow.....	1,686,788	1,767,853	1,681,903	1,526,456	1,457,864	1,292,792	1,308,276	1,463,611	1,188,340	1,040,991
Amoy.....	978,186	909,352	797,155	704,151	916,639	893,672	899,725	765,770	665,830	690,549
Swatow.....	1,466,557	1,329,982	1,302,193	1,197,472	1,166,891	1,284,590	1,474,721	1,659,000	1,559,015	1,559,015
Canton.....	2,342,593	2,034,993	1,852,997	1,750,388	1,649,327	1,885,514	1,877,805	2,016,270	1,838,631	2,159,637
Kowloon.....	47,817	50,597	494,107	542,561	579,203	521,701	394,423	383,991	359,024	404,450
Lappa.....	399,960	395,490	424,517	361,017	410,393	461,528	459,783	436,881	378,666	378,666
Samshui.....	...	...	...	...	...	3,815	55,597	113,617	90,010	113,664
Wet River Slugs.....	...	...	...	...	...	6,753	31,188	34,087	40,383	61,043
Wuchow.....	...	...	...	...	...	790,041	217,349	204,591	303,340	348,216
Kingchow.....	98,277	88,459	104,417	99,948	121,532	158,975	156,648	201,142	157,785	178,239
Fukoh.....	254,752	198,689	185,456	163,493	176,666	167,643	167,978	173,393	135,638	156,940
Longchow.....	1,732	1,989	5,478	4,392	3,486	3,479	3,573	3,095	5,305	5,995
Mengchow.....	73,795	88,330	88,321	104,103	95,197	117,071	133,073	179,898	179,139	224,186
Siamoo.....	...	...	...	...	...	...	8,788	7,979	6,767	9,009
Tamni and T'wan.....	1,079,191	1,090,366	1,033,903	434,248	...	...	...	...	...	...
TOTAL.....FL. 774	22,689,054	21,989,300	22,523,665	21,383,890	22,579,366	22,742,104	22,503,397	26,661,460	22,873,086	25,557,574

including Chinese-owned vessels of Foreign type and junk entering at the Maritime Customs.

2.—TRADE IN FOREIGN BOTTOMS*: TOTAL ANNUAL REVENUE CONTRIBUTED BY VESSELS OF EACH NATIONALITY, 1892-1901.

	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
American.....	Hk. 7h 45,575	Hk. 7h 54,159	Hk. 7h 111,488	Hk. 7h 84,948	Hk. 7h 139,763	Hk. 7h 159,289	Hk. 7h 120,789	Hk. 7h 142,581	Hk. 7h 105,467	Hk. 7h 406,474
Austrian.....	155,545	127,427	113,795	120,154	101,319	82,592	46,275	72,956	62,548	123,674
Belgian.....	...	...	...	...	...	...	...	3,911	2,537	516
British.....	10,754,109	10,230,477	11,135,713	10,536,368	10,470,443	10,109,259	9,957,647	11,578,716	10,217,840	10,807,455
Denish.....	144,469	142,500	164,057	136,643	61,786	51,765	89,227	14,997	88,519	20,253
Dutch.....	32,126	4,037	10,938	31,539	18,892	10,702	14,026	15,123	27,634	72,247
French.....	522,475	361,951	397,054	433,135	379,018	463,429	417,653	601,166	547,363	529,115
German.....	1,001,494	1,020,805	1,349,887	1,276,911	1,421,205	1,483,892	1,406,930	1,673,245	1,549,634	2,078,031
Italian.....	4,742	...	...	...	...	...	...	2,717	...	13
Japanese.....	341,806	268,257	298,150	45,621	390,838	527,269	732,264	1,196,598	1,147,491	1,883,467
Korean.....	...	...	...	...	...	21,696	33,158	788	18,742	17,664
Portuguese.....	...	...	...	...	...	...	12	1,864	3,923	4,003
Russian.....	231,125	287,802	294,222	354,271	336,007	316,269	360,120	429,869	265,242	384,356
Spanish.....	11,548	9,467	...	...	5,046	...	255	674	46	20
Swedish and Norwegian.....	48,841	65,002	158,895	230,953	709,029	279,288	257,161	368,210	162,534	133,393
Non-Treaty Powers.....	...	716	1,551	4,323	9,236	15,690	17,080	3,149	...	1,655
Chinese.....	3,250,888	3,634,666	3,013,653	3,595,511	3,999,958	4,582,486	4,349,580	5,189,923	4,038,014	4,187,575
Transit Dues.....	479,304	419,301	423,899	520,927	617,067	690,871	717,738	835,830	675,059	917,132
Opium Likin.....	5,667,007	5,362,733	5,050,303	4,104,145	3,919,759	3,947,607	3,983,182	4,748,243	3,961,423	3,970,531
TOTAL.....Hk. 7h	22,689,054	21,989,300	22,523,605	21,385,389	22,579,366	22,742,104	22,593,397	26,661,460	22,873,986	25,537,574

* Including Chinese-owned vessels of Foreign type and junks entering at the Maritime Customs.

3.—TRADE IN FOREIGN BOTTOMS*: TOTAL ANNUAL REVENUE AS COLLECTED UNDER THE VARIOUS DUTY HEADINGS, WITH THE STERLING EQUIVALENT, 1892-1901.

YEAR.	IMPORT DUTIES. †	EXPORT DUTIES. †	COAST TRADE DUTIES. †	TONNAGE DUES.	TRANSIT DUES.		OPPIUM LIKIN.	TOTAL.	Equivalent in Sterling at Average Rate of Exchange.
					Inwards.	Outwards.			
1892.....	Hk. 7h 6,722,756	Hk. 7h 8,315,289	Hk. 7h 1,123,111	Hk. 7h 381,587	Hk. 7h 429,526	Hk. 7h 49,778	Hk. 7h 5,667,007	Hk. 7h 22,689,054	£ 4,939,596
1893.....	6,202,087	8,463,060	1,141,022	401,097	351,649	67,652	5,362,733	21,989,300	4,329,143
1894.....	6,546,299	8,820,012	1,203,458	479,635	328,498	95,401	5,050,303	22,523,605	3,601,431
1895.....	6,039,582	9,025,557	1,216,361	478,817	389,875	131,052	4,104,145	21,385,389	3,497,402
1896.....	7,669,640	8,455,528	1,306,346	611,026	465,771	151,296	3,919,759	22,579,366	3,763,228
1897.....	7,575,219	8,427,011	1,522,036	579,360	562,954	127,917	3,947,607	22,742,104	3,387,626
1898.....	7,223,642	8,468,892	1,497,082	612,861	594,793	122,945	3,983,182	22,593,397	3,246,584
1899.....	8,437,471	10,235,968	1,763,757	640,191	679,007	156,823	4,748,243	26,661,460	4,013,105
1900.....	7,249,443	8,624,774	1,638,427	724,860	536,704	138,355	3,961,423	22,873,986	3,550,233
1901.....	8,556,700	9,122,270	2,161,380	809,561	715,537	201,595	3,970,531	25,537,574	3,783,817

* Including Chinese-owned vessels of Foreign type and junks entering at the Maritime Customs.

† Inclusive of Opium.

‡ Under this head are included Export Duties on Native Opium and produce for Native consumption carried from port to port in vessels of Foreign type and junks licensed to trade under the Treaty Tariff. The amount of these Duties (as estimated by taking it as double the Coast Trade or Half Duty, excluding Opium, paid on the produce at the ports where it is delivered and then adding the Duty paid on Rice, Paddy, Wheat, and Native Opium) may be found in the table below, in the column of "Duties on Native Produce exported to Chinese Ports"; and the entire Revenue may, with tolerable correctness, be apportioned between the Foreign and Home trades as shown in the second half of the table:—

YEAR.	DUTIES ON NATIVE PRODUCE EXPORTED TO		REVENUE.		
	Foreign Countries.	Chinese Ports.	Foreign Trade.	Home Trade.	TOTAL.
1892.....	Hk. 7h 5,495,994	Hk. 7h 2,819,295	Hk. 7h 18,851,045	Hk. 7h 3,838,009	Hk. 7h 22,689,054
1893.....	5,694,000	2,769,060	18,184,139	3,805,161	21,989,300
1894.....	5,847,367	2,972,645	18,575,668	3,947,937	22,523,605
1895.....	5,940,085	3,085,472	17,545,086	3,840,303	21,385,389
1896.....	5,361,156	3,094,372	18,511,302	4,068,064	22,579,366
1897.....	5,188,528	3,238,483	18,402,327	4,339,777	22,742,104
1898.....	5,405,263	3,063,629	18,254,966	4,248,431	22,503,397
1899.....	6,162,386	4,073,582	21,418,189	5,243,271	26,661,460
1900.....	4,963,729	3,661,045	18,153,921	4,720,065	22,873,986
1901.....	4,725,597	4,396,673	19,825,444	5,712,130	25,537,574

V.-TREASURE

MOVEMENT OF TREASURE BETWEEN CHINA AND FOREIGN

[Values in Haikwan taels]

YEAR.	IMPORTS.							
	GOLD.			SILVER.			COPPER.	TOTAL IMPORTS.
	In Bars, Dust, etc.	In Coin.	TOTAL.	In Bars and Sycee.	In Coin.	TOTAL.	In Coin.	
	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta
1892.....	100,727	244,990	345,717	1,101,699	9,224,013	10,325,712	1,104	10,672,533
1893.....	210,181	250,902	461,083	8,277,286	11,711,452	19,988,738	6,134	20,455,955
1894 *.....	23,465	16,012	39,477	24,124,516	12,281,184	36,405,700	2,866	36,448,043
1895.....	263,342	41,432	304,774	22,321,287	24,614,922	46,936,209	4,785	47,245,768
1896 †.....	761,452	6,714	768,166	2,948,951	14,703,640	17,652,591	184,793	18,605,550
1897 ‡.....	1,045,794	80,508	1,126,302	5,350,671	15,054,487	20,405,158	85,600	21,617,060
1898.....	859,621	9,004	868,625	16,372,222	14,985,138	31,357,360	149,127	32,375,112
1899.....	693,388	2,648	696,036	10,643,303	44,058,562	24,701,865	96,660	25,494,561
1900.....	863,059	5,330,562	6,193,621	20,453,545	18,705,221	39,158,766	27,970	45,380,357
1901 §.....	141,014	768,771	909,785	6,712,803	7,649,693	14,362,496	3,088	15,275,369

* China-Japan war.

† Indemnity to Japan fixed.

TABLE.

COUNTRIES (INCLUDING HONGKONG), 1892-1901.

[at current rates.]

YEAR.	EXPORTS.							
	GOLD.			SILVER.			COPPER.	TOTAL EXPORTS.
	In Bars, Dust, etc.	In Coin.	TOTAL.	In Bars and Sycee.	In Coin.	TOTAL.	In Coin.	
	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta	Hk. Ta
1892.....	6,937,128	748,203	7,685,331	3,761,112	11,949,332	15,710,444	...	23,395,775
1893.....	7,919,125	1,893	7,921,018	669,394	9,548,113	10,217,507	...	18,138,525
1894 *.....	12,810,548	1,791	12,812,339	916,501	9,737,890	10,654,391	...	23,466,730
1895.....	7,133,832	48,590	7,182,422	3,538,188	7,481,249	11,019,437	...	18,201,859
1896 †.....	8,882,755	...	8,882,755	2,321,389	13,610,795	15,932,184	...	24,814,939
1897 ‡.....	9,634,950	3,094	9,638,044	1,485,543	17,109,951	18,595,594	...	28,233,638
1898.....	8,566,304	6,164	8,572,468	6,084,769	20,287,372	26,372,141	22,666	34,967,275
1899.....	8,327,543	8,272	8,335,815	3,284,368	20,067,700	23,352,068	...	31,677,883
1900.....	4,543,447	447,859	4,991,306	4,456,494	19,257,260	23,713,754	...	28,705,060
1901 §.....	5,510,378	2,034,720	7,545,098	344,549	20,115,749	20,460,298	...	28,005,396

‡ Gold standard adopted by Japan.

§ Indemnity to Foreign Powers fixed.

TION TABLE.

FOREIGN FIRMS AND RESIDENTS ON THE 31ST DECEMBER 1901.

ITALIAN.		JAPANESE.		KOREAN.		PORTUGUESE.		RUSSIAN.		SPANISH.		SWEDISH AND NORWEGIAN.		NEW-TREATY POWERS.		TOTAL.		PORT.
Firma.	Resid- enta.	Firma.	Resid- enta.	Firma.	Resid- enta.	Firma.	Resid- enta.	Firma.	Resid- enta.	Firma.	Resid- enta.	Firma.	Resid- enta.	Firma.	Resid- enta.	Firma.	Resid- enta.	
...	...	8	92	...	...	...	...	4	1,500	...	...	...	12	...	6	19	1,810	Newchwang.
1	25	8	1,210	...	...	...	6	4	20	...	...	...	5	3	11	125	2,749	Tientsin.
...	...	10	128	...	10	...	...	...	12	...	...	...	14	...	...	...	661	Chefoo.
...	1	...	10	...	...	...	...	...	...	...	...	...	2	...	...	...	391	Chungking.
...	...	1	...	...	...	...	...	...	...	...	...	...	8	...	...	...	57	Ichang.
...	1	1	7	...	...	...	...	...	...	...	...	1	...	...	...	...	16	Shasi.
...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	17	Yochow.
2	102	6	74	...	...	...	...	5	67	...	53	...	40	...	...	66	794	Hankow.
...	1	...	...	...	...	...	1	2	5	...	...	...	...	...	...	9	124	Kiukiang.
...	...	2	8	...	...	...	...	...	...	...	...	...	...	...	...	1	120	Wuhu.
...	...	1	19	...	...	...	...	...	...	...	...	...	1	...	7	8	142	Nanking.
...	1	1	1	...	...	...	...	...	...	...	...	...	1	...	...	9	205	Chinkiang.
12	124	78	1,477	...	8	11	1,058	2	26	...	219	2	92	...	20	432	8,296	Shanghai.
...	3	3	32	...	...	...	...	...	...	...	...	...	3	...	...	4	104	Soochow.
...	2	1	38	...	...	...	...	...	...	...	...	...	...	...	...	2	141	Hangchow.
...	4	...	...	...	...	...	5	...	...	...	1	...	1	...	...	8	208	Ningpo.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51	Wenchow.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	Santaua.
...	...	42	127	...	...	1	10	2	13	...	15	...	6	...	...	83	696	Foohow.
...	...	126	920	...	...	1	30	...	...	15	65	...	...	...	...	198	1,439	Amyoy.
...	...	...	5	...	...	...	5	...	...	...	...	...	1	...	...	7	305	Swatow.
...	...	...	...	...	...	...	...	4	...	...	...	...	12	...	...	58	577	Canton.
...	6	1	22	...	...	...	...	...	...	...	...	...	...	...	...	1	6	Samshui.
...	...	...	...	...	...	...	13	...	...	...	...	...	1	...	...	11	21	Wuchow.
...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	3	59	Kinngchow.
...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	4	60	Pakhoi.
...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1	32	Lungchow.
...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	20	Mengtze.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	Szemo.
15	273	289	4,170	...	18	14	1,139	19	1,648	15	353	2	201	3	45	1,102	19,119	.....TOTAL, 1901.
4	212	36	1,087	...	...	7	659	15	143	4	315	1	286	2	108	579	9,945	1892.
4	189	42	1,017	...	...	7	1,110	15	118	4	357	2	328	1	104	580	9,891	1893.
4	206	9	253	...	...	9	780	12	106	5	350	3	356	2	107	552	9,350	1894.
6	108	34	669	...	...	9	805	13	116	5	461	2	375	2	149	603	10,291	1895.
5	138	87	852	...	...	6	871	14	125	4	410	3	407	5	87	672	10,815	1896.
5	120	44	1,106	...	...	8	975	12	116	5	362	3	439	...	6	656	11,687	1897.
9	141	114	1,694	...	40	20	1,682	16	165	4	395	...	200	...	27	773	13,421	1898.
9	124	195	2,440	...	42	10	1,423	19	1,621	9	448	2	244	...	29	933	17,193	1899.
9	133	212	2,900	...	42	16	1,175	21	1,941	8	221	4	304	...	34	1,006	16,881	1900.
15	273	289	4,170	...	18	14	1,139	19	1,648	15	353	2	201	3	45	1,102	19,119	1901.

1904 年郵政報告

APPENDIX II.

REPORT ON THE WORKING OF THE POST OFFICE

FOR THE YEAR 1904.

REPORT

ON

THE WORKING OF THE POST OFFICE

FOR THE YEAR 1904.

INTRODUCTORY.—The Chinese Post Office was established by Imperial Decree on the 20th March 1896, as the result of a long experiment begun as far back as 1861 by the Inspector General of the Chinese Imperial Maritime Customs Service, Sir ROBERT HART.

Early in the "sixties," during the first few winters after Foreign Representatives took up their residence at Peking, the Legation and Customs mails were exchanged between Shanghai and Peking, under the auspices of the Tsungli Yamén, by means of the Government couriers employed for the transmission of official despatches. It was then found convenient to arrange that the Customs should undertake the responsibility of making up and distributing these mails, a practice which, for the overland service during the winter months, involved the creation of Postal Departments at the Inspectorate and in the Custom Houses at Shanghai and Chinkiang, and, similarly, for the transmission of mails by coast steamers during the open season, the opening of quasi-Postal Departments in the Tientsin and other coast port Custom Houses. At that early date it could be seen that out of this simple beginning might be elaborated a system answering other and larger requirements on the principle of a National Post Office. This idea gradually shaped into form and had already so much ingratiated itself in the official mind that in 1876, when the Chefoo Convention was being negotiated, the Tsungli Yamén authorised the Inspector General to inform the British Minister, Sir THOMAS WADE, that it was prepared to sanction the establishment of a National Postal System and willing to make it a Treaty stipulation that postal establishments should be opened at once. Unfortunately, through, so to speak, a conspiracy of silence, the insertion of the postal clause was omitted in the official text of the Treaty, and thus the project was postponed *sine die*. Meanwhile, however, the experiment was persevered with and warmly encouraged by the Imperial Commissioner Li Chung-tung, who promised to "father" it officially as soon as it proved a success. Hence the more formal opening of Postal Departments at various Custom Houses, the 1878 experiment of trying a Native Post Office alongside the Customs Post, and the establishment of Customs couriers from Taku to Tientsin, from Tientsin to Peking, and the Customs winter mail service overland from Tientsin to Newchwang, from Tientsin to Chefoo, and from Tientsin to Chinkiang, as also the introduction of Customs postage stamps in 1878 (Appendix E).

The growing importance of the Service thus quietly built up and its convenience for regular communications with Peking and between Treaty ports were not only appreciated by the Foreign public, but were also recognised by the Foreign Administrations having postal agencies in China. In 1878 China was formally invited to join the Postal Union. In the same year, while on a visit to Paris, the Inspector General was sounded by the French

Minister for Foreign Affairs as to a possible way of withdrawing the French Post Office in Shanghai; and while, more than once, the British Postmaster General at Hongkong expressed his readiness to close the Hongkong Post Office agencies along the coast, arrangements were actually discussed for the absorption by the Customs Department of the Municipal Post Office at Shanghai. But no definite response to these overtures could be given, or final steps taken, before the Chinese Government had declared its intention to undertake national responsibilities; and the Customs Department continued to satisfy only certain wants and prepare the system for further development till, 20 years after the Chefoo Convention, the Decree of the 20th March 1896 appeared. This Decree created an Imperial Post for all China, to be modelled on Western lines, the organisation and management of which were confided to Sir ROBERT HART, who from that date has acted in the double capacity of Inspector General of Customs and Posts.

This long hesitation on the part of the Chinese Government to formally recognise and foster an institution known to have worked with such profitable results in Foreign countries, both from public and revenue standpoints, may be to some people a matter of surprise. But it must not be forgotten that from immemorial times the Chinese nation has possessed two postal institutions: one, the I Chan (or Imperial Government Courier Service), deeply rooted in official routine; the other, the Native posting agencies, long used and respected by the people. Both give employment to legions of couriers and are still necessary to the requirements of an immense nation; they can neither be suppressed, transformed, nor replaced at a stroke. The Imperial decision therefore only gave final sanction to a new and vast undertaking, but abolished nothing: it is through competition and long and persevering efforts that the two older systems must be gradually superseded and the implantation of the National Post Office patiently pursued.

These two systems deserve more than a passing notice at the head of this Report. The first is wholly maintained by the State through provincial contributions from ordinary local taxes. A few years ago, in 1902, the two Yangtze Viceroys, in a joint Memorial submitting their own plans for a National Post, estimated the total cost of this Service at some 3 million taels annually. This estimate is fully borne out by the annual statements occasionally found in the "Peking Gazette." It is an enormous sum, far above actual requirements, in exchange for which very poor services are secured. The Memorialists themselves recognised it and strongly recommended the gradual abolition of the I Chan. But it was not the first official suggestion of the kind; the same radical step had already been advocated by Censors in 1898, and a report was then called for by the Tsungli Yamen from the Inspector General on the condition of the Imperial Post Office as the channel of transmission for all official correspondence. At that time the proposal was somewhat premature; but this inquiry showed the tendency, and it can be foreseen that, as soon as the Imperial Post Office has sufficiently extended and is ready to undertake the responsibility, the Government Courier Service will yield its place and disappear. It has already lost much of its importance, steam communication along the seahoard and the River having long rendered its functions obsolete on many Imperial routes. The rapid growth of inland steam navigation and the building of railway lines, particularly the Lu-Han, from the capital to the very centre

of the Empire, are so many improvements in internal communications of which the Imperial Post Office takes keen advantage, and which ere long must consummate the disappearance of this Service.

Far more obstructive to rapid progress will Native postal agencies prove. These also have had a long life, but, unlike the I Chan, they are wholly independent; they consider letter traffic as their legitimate business, and live on it: they will die hard. Their innumerable ramifications, fast couriers, or rapid "post-boats," as the style of country decides, extend to all parts of China a veritable network of postal connexions which, with their slow ways, have for centuries answered the requirements of busy and thrifty communities. These posting agencies are essentially shop associations, for the most part engaged also in other trade; the transmission of parcels, bank drafts, and sycee is the most lucrative part of their postal operations. They fix the limit of their responsibilities and adjust their rates as they please, the latter having frequently to be bargained for. One characteristic rule is that half the charge is paid by the sender and half by the addressee; this practice often leads to extra demands on delivery when the second half of the charge, the *chiu-tzū* or *chiu-li* (*pourboire*), is claimed.

These agencies, unfettered by legislation, indispensable to the people, flourished undisturbed at all places till, some 50 years ago, the appearance of steam brought also for those working at places along the coast and the River a new order of things. Yet for a long time no particular notice was taken of their doings, and when supervision over them became necessary, they were found to have organised themselves into strong bodies holding a monopoly for the transmission by steamers of all interport Native correspondence. With these, conveniently styled the *tun-ch'uan hsün-chū* (or "steamer letter hongs"), the Imperial Post Office came into direct contact as soon as the Decree of 1896 called upon them to recognise the new institution. But from the first a most considerate policy was adopted towards them and the ordinary Native establishments of the interior; this policy was sketched out in 1897 by the Inspector General himself in the following words: "Chinese mercantile firms have for ages been doing postal work all over the Empire, not only at the few ports where the Imperial Post Office is now beginning to function, but at innumerable places at which it cannot be established for many a year, and have been making both a good livelihood and handling correspondence, parcels, etc., in a suitable and convenient manner for a very large public: they are thus necessary. It was therefore decided to encourage their continuance and development, and, in order to regularise matters and bring all into line, to begin by the registration of such firms as have business houses at the Treaty ports, to arrange for the carriage of their interport mails, to require all who thus registered to send such interport mail matter, etc., through the Imperial Post Office, and to affiliate them as agents of the Imperial Post Office for conveyance of letters, etc., to and from places inland. Special regulations have been drawn up in this sense for their guidance and observance, and while their constituents will continue to pay them as before for transmitting correspondence at Native rates fixed by themselves, such firms, on the other hand, are to pay a transit fee to the Imperial Post Office, which has undertaken the conveyance of their interport mails according to special tariff. Accordingly, these Native establishments—of which more than 300 have already been registered—will function for some time to come almost independently alongside of the Imperial Post Office, but they will eventually be absorbed and gradually merged in the public

Postal Service of the Empire without being inconvenienced or suppressed." How circumstances have permitted this liberal programme to be followed hitherto and with what results will be found explained further on in the course of this Report.

Another difficulty, also special to China, is found in the Foreign Post Offices established at the Treaty ports. At the present day their presence and increasing number affect and concern not a little the Imperial Administration. Two or three of different nationalities were originally established at Shanghai, the terminus port of Foreign mail boats, and were required there, and are still so, for the passing of international correspondence abroad. But they have since extended and opened at numerous ports, where French, British, German, and Japanese Post Offices are now found doing a work for which the National Post Office alone would suffice. Not only do they curtail the legitimate share of the latter in the interport carriage of correspondence, but the spreading of alien establishments at places where they are not wanted is resented, and retards in this country the popularity of an institution so closely resembling them.

Under its present organisation the Head-quarters of the Imperial Post Office are at Peking, where all postal affairs are dealt with by the Postal Secretary, under the Inspector General of Customs and Posts. The eighteen provinces and Manchuria have been divided into postal districts, now 35 in number, each of which is under the immediate supervision of a Postmaster. The Head Office of each district is at the Treaty port of that district, except in the case of Peking, where the Head Office of the large Peking district is situated. Certain large districts have been subdivided into sub-districts, of which there are now five, each placed under a District Inspector, who resides in the provincial capital in that sub-district.

Each Head or Sub-Head Office has under it a certain number of subordinate Offices; these are of three kinds:—

- Branch Offices, at which the Imperial Post Office maintains its own staff on its own premises;
- Inland Agencies, at which licensed Agents, who are usually substantial shopkeepers of the place and guaranteed, undertake all postal business, including the delivery of correspondence, in return for a fixed commission and certain other emoluments; and
- Box Offices—that is, small shops in which the Imperial Post Office places letter-boxes, cleared at certain times during the day, and where the owner, under license and guarantee, is allowed to sell stamps to the public in return for a small commission; ordinary postal business, including registration, can be effected at these shops, but the owners do not undertake delivery. Box Offices are placed in all large cities as adjuncts to the Head and Branch Offices situated there. In addition, in certain cities are to be found street pillar-boxes, which are cleared at regular intervals.

All Branch Offices established at important places undertake the transmission of small sums of money by means of a Money Order system.

The size of each postal district was originally determined by consideration of the distance, the density of population, and the means of communication available in the district; but, the limits once defined, it has been left to Postmasters to extend to inland places within their districts on certain broad lines fixed by Head-quarters, and this extension, begun in 1901, has been uninterruptedly carried on. The aim has been, starting from the Treaty ports as centres, to open and establish through the most important places direct postal routes between Head Offices and provincial capitals; to connect with these routes as many as possible of the prefectural and district cities; and to bring every open place into postal communication, via the Treaty ports or Peking, with the Foreign mail terminus at Shanghai, Tientsin, or Canton, thence with Union countries and the outside world.

The result of this first period of extension has been that at this date the Imperial Post Office is to be found and all postal business can be transacted in every provincial capital of the Empire, in most prefectural and district cities, and in the more important smaller centres and towns throughout China. The total number of establishments on the 31st December 1904 was 1,319. The Imperial Post Office issued a large Postal Working Map in 1903, and published a List of Establishments, which has since been brought up to date every six months by means of Supplementary Lists. In Appendix A will be found a Summary of this list, giving for each district or sub-district the name of the province within which it is situated, the number of prefectural and district cities found in its boundaries, and the number of Branch Offices, Agencies, and Money Order Offices actually opened. A small hand map (Appendix B) accompanies this Summary, on which are marked the boundaries of each postal district and the points at which Imperial establishments are now open, with reference numbers for Branch Offices, thus permitting the finding of their names in the marginal list printed on the map.

Communication between Imperial establishments is kept up by means of contract steamers on the coast and large rivers; by railways where they exist; by steam-launches, junks, or hong-boats on the inland waterways; and on the numerous overland routes, which now measure over 101,000 li (33,000 miles) in length, by mounted or foot couriers.

The coast and river steamers and launches run on certain lines and between fixed points and are availed of wherever possible. Railways are still in their infancy in China, but lines already open are used to their full extent. Where steam communication is available, operations are greatly facilitated and transport is cheaper; hence certain tariff distinctions for the fixing of rates between steam-served and non-steam-served places to be noticed in the Tariff Table (Appendix D). Hong-boats are chiefly used in the southern part of Kiangsu and Northern Chehkiang—a district with a large network of canals and small creeks, many of them unnavigable by launches. This part of China is also very densely populated, and although the Shanghai, Hangchow, and Ningpo districts are not extensive, it will be seen from the map that they contain an unusually large number of Post Offices, a remark likewise applicable to the Canton delta districts.

Communication by couriers, of a kind to fulfil the requirements of a Postal Service built up on Western lines, has naturally been no easy matter in a vast country like China, presenting every variety of geographical features and where public roads are utterly neglected. Old-established trade routes are usually followed, even at the cost of extra distance, as offering greater

safety for the couriers and as capable of convenient subdivisions into stages, from the number of towns and villages found on them. Stages are generally limited to 100 *li* (33 English miles) and the couriers run according to schedule on fixed days; but on the main routes speed is accelerated as much as possible, daily despatch being ensured on them for light mails and an every-two-days or semi-weekly service for heavy mails. For light mails night-and-day foot couriers are used in some parts and mounted couriers in others, raising the speed to 200 *li* (or 65 miles) per day. The couriers are the employes of the Imperial Post Office and wear uniforms or badges.

As actually constituted, the staff of the Imperial Post Office includes:—

Foreign.

Inspector General and Head-quarters Staff, at Peking.	5
District Postmasters in charge of districts.	36
Deputy Postmasters.	3
District Inspectors.	7
Postal Officers.	66

Chinese.

Inspecting Clerks	17
Chinese Clerks—linguists	261
" non-linguists	494
Postal Agents	986

(Sorters, Letter-carriers and Couriers, and Miscellaneous not included.)

The functions of Postmasters are for the present fulfilled by the Commissioners of Customs authorised to act at the Treaty ports as Postmasters *ex officio*, or, for a few ports, by separate appointees. Deputy Postmasters are additional at the largest ports. District Inspectors reside in the interior in charge of sub-districts or travel on tours of inspection of the inland establishments. Postal Officers supervise all Service details at Head Offices and control from there all the routine work and active operations carried on by Native hands throughout the districts. Chinese linguist Clerks possess a practical knowledge of English and do duty at Head Offices or act in charge of Branch Offices at places where Foreign communities are found. Non-linguists are not required to know a Foreign language and work at Head Offices under the linguists or in charge of various establishments inland. Grades and rates of pay are fixed, and all employes advance by promotion. Chinese Clerks are all guaranteed, and the whole system which, in the main, rests on their honesty and their efficiency, works satisfactorily, cases of loss, misbehaviour, or peculation being of extremely rare occurrence.

A uniform and elaborate system of accounts has been devised for recording all receipts and expenditure. Each Head Office, under Foreign supervision, keeps the accounts of its district and renders them to Peking, where they are audited and passed to a General Account for the whole Service.

The organisation as above described, incomplete as it is yet, answers the most immediate requirements of postal work; and the progress made these last three years—that is, since steady expansion began in 1901—vouchsafes the soundness of the system upon which it is established. A few comparative figures for the last four years will prove interesting:—

	1901.	1902.	1903.	1904.
Head and Sub-Head Offices.....	30	30	34	40
Branch Offices.....	134	263	320	352
Agencies.....	12	153	609	927
Articles dealt with.....	10,500,000	20,000,000	42,500,000	66,000,000
Parcels: number.....	126,800	260,000	487,000	772,000
" weight in lb.	552,000	1,201,000	2,673,000	5,952,000
Letters in Native clubbed mails.....	7,300,000	8,000,000	7,267,500	8,300,000

Divided between the four large geographical divisions of China, the results for 1904 can be summarised as follows:—

	ESTABLISHMENTS.	ARTICLES.	PARCELS.
North China: Peking to Kiaochow.....	344	19,000,000	197,000
Central China: Kiukiang to Chungking.....	324	12,000,000	161,000
Lower Yangtze: Wuhu to Hangchow.....	224	25,000,000	299,000
Southern China and Yunnan Stations.....	427	10,000,000	115,000
TOTAL.....	1,319	66,000,000	772,000

Full details for each district and sub-district will be found in Appendix C, and from this it will be noticed that Shanghai alone contributed over 13 million articles; Tientsin, over 6½ million; Newchwang, 5 million; Peking, 3½ million; Hankow, 5 million; Foochow, 2 million; Canton, 3 million; etc. The collection and expenditure are not published here, but it may be recorded that a very sensible approach to equilibrium between receipts and expenses has been realised at Canton, Tientsin, Wuhu, Nanking, Soochow, and Hangchow, while the losing districts have principally been Chefoo, Kiaochow, Yochow, Kiukiang, Chinkiang, Mengtsz, and particularly Hankow, where receipts are less than one-half the expenses. Expenditure naturally corresponds to the size of the districts and the length of the lines, but collection does not always do so; hitherto—that is, during the first period of development—much latitude had to be given in this respect to each Head Office. This brief survey, however, points to the urgent need to settle the budget of certain districts and limit their development and expenses, so as to bring the cost into better proportion with their postal traffic: a large deficit is a sure sign of too hasty and ill-calculated development.

This brings us to speak of the financial means of this large Service. It may not be generally known that, not only had the postal experiment started in 1861 to be carried on for over 30 years against numerous difficulties and without the avowed support of the Government, but even after its formal recognition in 1896, without any special pecuniary help from it. The

Customs Service, under the able leadership of Sir ROBERT HART, had alone, from the beginning, to support this stupendous enterprise, lending to it the assistance of its staff and such resources as it could spare; the independent and quiet creation of an Administration so new and so useful is the more wonderful in this unmoveable country, and it will not be the least of the services rendered by the Customs and its Chief to China and her people. In the middle of 1904 the Chinese Government, confident at last of the ultimate success of the National Post Office, granted the subsidies required to bring up this Service to a state of completeness. On the 12th June 1904 the Inspector General was notified by the Yamen that in future an annual grant of *Hk.Tls* 720,000 would be issued, payable in monthly instalments of *Hk.Tls* 10,000 at six of the Treaty ports—Tientsin, Shanghai, Hankow, Foochow, Swatow, and Canton. This grant has not yet been paid in full; but the portions received for the last six months of 1904 have already helped the Postal Service to an extent which, together with its other receipts, is nearly sufficient to cover working expenses on its present footing. A new move is being made to ensure regular payment in future; it is hoped the funds may be forthcoming and permit the taking up of an improved programme to complete organisation and accelerate development.

It must be acknowledged that the Postal undertaking has long passed the experimental stage. Large communities, Foreign and Chinese, are now dependent on the Imperial Post Office for the transmission of their correspondence, and the public duties of the Service increase every day. New establishments are wanted in every direction, and at those now open the work is becoming heavier. The system hitherto followed, to stretch out lengthy lines of couriers so as to rapidly bring all large cities of the interior into communication with Treaty ports, had to be carried on without special regard to the local exploitation of each great centre, and, as a consequence, many are still only provided with Agencies quite inadequate to their requirements. Every *fu* and *hsien* city should now have its own and properly constituted Post Office, capable, separately, to undertake the establishment and control of Agencies or Box Offices in all the localities in its neighbourhood. A larger staff and larger means are required for this, and it is obvious that until this is done much of the advantages and possibilities of the new system will be neglected. These considerations have been brought to the notice of the Chinese Government, and effective official support in various directions is now assured. Doubts can no longer be entertained that the Postal programme is definitely accepted and welcomed in official circles, and we have seen in Shansi, Honan, Hupah, and some other provinces the high provincial authorities issue, of their own accord, remarkable proclamations making known to the population the character and aims of the Imperial Post Office, and enjoining upon all to welcome and support it as the national institution. There is now no more trouble on the opening of new establishments to obtain local proclamations from the authorities of the place, and, in fact, Magistrates not unfrequently apply of themselves for the planting of establishments in their cities, and wherever protection is asked for Offices or couriers it is readily granted. Strong signs are seen everywhere of the growth of the institution; its low rates, quickness, and regularity draw more and more the public to its counters.

To briefly review the special ground gone over during the year 1904, I would first mention the revision of the Postal Tariff. This operation did not go on quite smoothly. The fact had long been noticed that inland rates were too low and should correspond better with

the heavy cost of transport by couriers through the districts of the interior. A new Table—Notification No. 40—was therefore introduced in April, drawn up with a view to regulate charges as much as possible according to distances, provincial and interprovincial distinctions being adopted for the purpose. Unfortunately, too short notice was given to this change of practice, the system was thought too complicated, and certain criticisms it drew forth showed that minute distinctions as to distance and mode of transport were unnecessary. Additional observations, too, divulged the fact that the 1-cent rate for domestic letters adopted two years ago was too low and could conveniently be raised to 2 cents. A second Table—Notification No. 41 (Appendix D)—was consequently issued and came into force in September: the indications are that it will give general satisfaction.

Three Conventions have been concluded during 1904 with Foreign Administrations: one with India, began on the 1st March; one with Hongkong, concluded in December and put in operation in February 1905; and a Parcel Convention with France, signed on the 21st October but not yet operative. These bring up to five the number of Postal Arrangements passed by the Chinese Post Office with Foreign Administrations, one having already been signed with France in February 1900 and another with Japan in May 1903. China has not yet formally entered the Universal Postal Union, but it may be remarked here that these Conventions place her, through the intermediary of the contracting Administrations, in exactly the same postal relations with all Union countries as if she had already joined it. Under these Conventions Chinese mail matter for abroad, franked in Chinese stamps, is handed over in open bags to the Foreign Post Office at the Foreign mail terminus port, and that Post Office, by date-stamping each cover, confers on it the right of admission into any Union country in the world; on the other hand, the Foreign Post Office hands over in a similar way its incoming Foreign correspondence for transmission through Chinese lines. There is thus between the Chinese and Foreign Offices an exchange of services which are paid for, as is done by any two Union countries, on the basis of yearly statistics taken during the first 28 days of May or November of alternate years, and which are settled at the established Union rates.

It should be remembered here that in dealing with international correspondence China in every respect conforms to the rules of a Union country. In April 1896, shortly after the promulgation of the Imperial Decree referred to at the head of this Report, China addressed the Conseil Fédéral Suisse, notifying the creation of the Imperial Postal Service and her formal intention to join the Union as soon as organisation permitted; meanwhile her Post Offices as they opened at the Treaty and other ports were to observe Union practice and rules. These declarations she confirmed again before the Universal Postal Congress of Washington by her representatives there—Messrs. H. F. MERRILL, F. E. TAYLOR, and E. BRUCE HART—in 1897, and ever since she has acknowledged, at these places, Universal Postal Union regulations and rates. Consequently, all international mail matter to and from Treaty ports and steam-served places are passed free at Chinese Offices if fully prepaid at Union tariffs, and when a tax is applied for insufficiency of postage it is done in conformity with Union rules. To non-steam-served places, where communications have to be maintained by costly land couriers, the rule remains the same for light articles—letters and postcards,—but on printed mail matter and other heavy mail articles the Chinese Administration imposes a domestic charge,

distinct from Union rates, to cover courier expenses. As regards more particularly mail matter arriving from British places at the penny postage rate or from America at the United States domestic rate, if received for distribution at Shanghai, it is distributed free, but if received for further transmission through the Imperial Post Office system, it is taxed in conformity with Union rules. Foreigners living in the interior have occasionally made the Shanghai papers the medium of their complaints against the charges asked on delivery of their correspondence, doubtless because insufficiently acquainted with these rules and distinctions, which have long been admitted by all Foreign Administrations the Imperial Post Office has dealings with.

As explained in the introductory part of this Report, the Imperial Post Office has so far only had dealings with the letter hong, or *lun-chuan hsien-chü*, at the Treaty ports. There was no particular difficulty in bringing these under control from the first by means of compulsory registration; but much difficulty is still experienced in arranging for payment of the clubbed mails carried for them by steamers; those sent direct between Treaty ports are passed free, and only half the letter rate is demanded on those between steam-served places. This is an unsatisfactory state of affairs of some concern to the Imperial Post Office, which will forcibly require adjustment before long. As to the Native posting agencies of the interior, no official cognizance had yet been taken of them since 1896 and no relations opened with them. At the beginning of 1904 instructions were issued directing Postmasters to allow them to register and use the Imperial Post Office courier lines for the transmission of their clubbed packages against payment of the full letter rate on gross weight. It has had yet but little effect, but this introduces an important departure from the purely expectant policy hitherto adopted towards them and is one likely to work good results in time. Wherever enlisted these agencies will be of considerable assistance, for they will act as collectors and distributors for the Imperial institution, and become those very agents the Post Office wants to enlarge the circle of its operations among Native communities in the interior, on methods popular among them. Registration of these agencies inland should be steadily pursued; once readily accepted, it will prove the means of absorbing them and of constituting, out of their elements, without hesitation or trouble, and also rapidly, an enormous but compact system of agencies most suitable to the postal requirements of this vast Empire.

The study of improvements in working methods has continued during 1904. The simplified system of statistics introduced at the beginning of the year on methods borrowed from Foreign Administrations has worked most satisfactorily, greatly reducing the work. Two sets of statistics are rendered by each district to Peking: the first, *Domestic*, and quarterly, are prepared from the particulars obtained from the Letter Bills or certain working registers during the first week of March, June, September, and November of each year at Head Offices, and during the 2nd, 5th, 7th, and 10th moons at inland establishments; the second, *Union*, rendered yearly, are taken simultaneously with the international statistics of Foreign Post Offices during May or November each year—on these the accounts of transit charges between the Chinese and Foreign Administrations are established.

The Money Order system, hitherto limited to Treaty ports and steam-served places, has been remodelled, and is now being extended to a number of inland establishments. Much is

expected from the extension of this system. In a country like China, where exchange is so erratic and banking transactions difficult and costly, it has become a practice among the ordinary Chinese public to settle bills by remittances of money in sycee. On this traffic Native agencies flourish, and it helps them not a little to retain their customers for other postal operations. The Remittance Order of the Imperial Post Office is one of the means by which this traffic will be curtailed and the public freed from risk and capricious exactions.

On the marginal list of Imperial Post Offices and Branch Offices, appended to the map (Appendix B), an asterisk (*) and a dagger (†) indicate those now open to Money Order transactions: they actually number 177; these transactions exceeded *Hk.Tls* 500,000 during the year 1904.

The most important innovation specially devised for inter-Office work is that of postage-due stamps, of which a first issue was made during the year under review (*vide* Appendix E). Most Postal Administrations use postage-due stamps for controlling receipts on delivery, but none wants them more than the Chinese Administration, where so much has to be left to Native hands. The system now adopted as a measure of control prevents every irregularity on the delivery of letters and will contribute to maintain integrity in the lower ranks of employees.

During 1904 a large Postal Working Map, with an Index, a List of all known Cities in China, a List of all Imperial Establishments and two Supplementary Parts to bring it up to date, and a revised Chinese version of the "Postal Guide" have been issued. Postal weights have been readjusted, preventive regulations against the smuggling of letters have been framed, and various systems for the "late posting" of clubbed packages on board steamers at Treaty ports, the registration of newspapers, and "special marks" for mail matter under contract have been introduced in Post Office practice.

Attached to this Report will be found:—

- A Summary of I.P.O. Establishments open prior to 1st January 1905 (Appendix A);
- A small hand map, with a marginal list of all Branch Offices (Appendix B);
- A General Statement of Postal Results by Districts during 1904 (Appendix C);
- The Postal Tariff—Notification No. 41,—issued on 1st September 1904 (Appendix D);
- A Note on the Postage Stamps of China, 1878-1904 (Appendix E); and
- A Note on the Government Courier Service of China (Appendix F).

T. PIRY,

Postal Secretary.

INSPECTORATE GENERAL OF POSTS,

PEKING, 25th May 1905.

APPENDIX A.

SUMMARY OF IMPERIAL POST OFFICE ESTABLISHMENTS OPEN TO THE
SERVICE PRIOR TO THE 1ST JANUARY 1905.

DISTRICTS OR SUB-DISTRICTS.	NAMES OF PROVINCES.	NUMBER OF		NUMBER OF			
		Prefectures and Independent Cities.	District Cities.	Head and Branch Offices.	Box Office Agencies.	Money Order Offices	
						A.*	B.†
Peking.....	Chihli.....	14	120	17	51	7	2
T'aiyüan.....	Shansi.....	26 }	91	8	40	...	5
K'aifeng.....	Honan.....	10	77	12	40	...	1
Newchwang.....	Shengking.....	5	23	} 15	14	2	...
	Kirin (Chilin).....	5	4				
	Heilungchiang.....	2	...				
Tientsin.....	Chihli.....	3	21	17	24	8	...
Chefoo.....	Shantung.....	1	11	9	18	1	6
Chinan.....	".....	9	68	15	32	1	3
Kiaochow.....	".....	2	26	18	14	8	4
Chungking.....	Szechwan.....	10	63	} 7	32	...	1
	Yunnau.....	1	1				
Ch'engt'u.....	Szechwan.....	13	61	9	47	...	1
Ichang.....	Hupei.....	2	13	} 2	4	1	...
	Szechwan.....	1	6				
Shasi.....	Hupei.....	2	9	2	11	1	...
Yochow.....	Hunan.....	12	55	8	15	2	2
Kneiyang.....	Kweichow.....	16	48	3	4	...	...
Hankow.....	Honan.....	3	25	} 23	76	10	2
	Hupei.....	7	45				
Hsian.....	Shensi.....	12	85	} 11	38	1	...
	Kansuh.....	15	54				
Kiukiang.....	Kiangsi.....	14	78	17	15	2	...
Wuhu.....	Anhui.....	7	30	5	18	2	3
Nanking.....	Kiangsu.....	1	7	} 6	16	4	...
	Anhui.....	3	12				
Chinkiang.....	Kiangsu.....	7	34	} 24	24	6	1
	Shantung.....	...	1				
Shanghai.....	Kiangsu.....	3	12	7	33	6	1
Soochow.....	".....	1	14	4	5	1	2

1.—Peking District.

A. Factorial Design Process

- 1 *Peking.
- 2 I Kalgan.
- 3 *Wanghsien-tien.
- 4 *Paoting-fu.
- 5 *Chingling-fu.
- 6 *Shun-t'fu.
- 7 Hsü-tu.
- 8 *Tongchow.
- 9 Hsichien-fu.
- 10 I Taming-fu.
- 11 *Chia-yü.

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2. TULSA 642-749131

- 1 T'ai-yuan.
- 2 Ping-tung-chow.
- 3 T'ai-wuy-fu.
- 4 Kueichow-sheng.
- 5 T'ai-ku.
- 6 P'ing-yuan.
- 7 Ping-yang-fu.
- 8 Kueichow-fu.

(H. I) Agencies, and

C. Kailang Sub-District.

- 1 K'raifing.
- 2 Weihei-fa.
- 3 Ching-ye-fu.
- 4 Ching-chow.
- 5 Hsuan-fa.
- 6 Shachow.
- 7 Tsak'ou.
- 8 Hsichow.
- 9 Yearh'ing.
- 10 Kuei-fu.
- 11 Churchik'ou.

12. Matching

3. Mehrmann-Dietel

- 1 Newchwang.
- 2 Yingkow.
- 3 Haich'ang.
- 4 Li-soyang.
- 5 Mookien.
- 6 Tiching.
- 7 K'iy-shan.
- 8 Nankaitai.
- 9 Koryu-trengien.
- 10 Tsutshir.
- 11 T'heochuang-t'a.
- 12 Chiochun-fu.
- 13 Kachow.
- 14 Hsienmint'an.

13. Kfir.

1001 Agency, Inc.

1. Tiensin
2. Tientsin
3. Lu'ai
4. Tangshao
5. Kuiping
6. Luanchow
7. Ch'angli
8. Feitanho
9. Chinwangtan
10. Shenhailwan
11. Tsingtau
12. Yenchow
13. Tsinliachow
14. Tung

12 Yangp'ing.
14 Tunglucan.

19. G. Agencies, 24.)

4. Chafon Dist.

14 (3) Appendix (b)

B. Chinese District.

- 1 *Ch'nan.
- 2 Lungshan.
- 3 Ch'ho.
- 4 T'ichow.
- 5 Tongshang-fu.
- 6 T'aim-fu.
- 7 Hengyin.
- 8 Ichow-fu.
- 9 Yenchow-fu.
- 10 Chingchow.
- 11 Tsaochen.
- 12 W'ang-fu.
- 13 Tongping.
- 14 Ch'ingling.
- 15 T'ien-tai.

(b) (1) Amount: 201

A. Klamath District

- 1 *Kiangchow.
2 *Kangai.
3 *Weilaten.
4 *Ch'anglu.
5 *Ch'ingchan.
6 *Chwats'an.
7 *Tsouping.
8 *Tsuich'an.
9 *Poshan.
10 *Chingso.
11 *Fongtu.
12 *Lau'ung.
13 *Yingtsukou.
14 *Tsch'eng.
15 *

14. **பெரிய**
16. **பெரிய**
18. **பெரிய**

- ABCU-J
- Changien.

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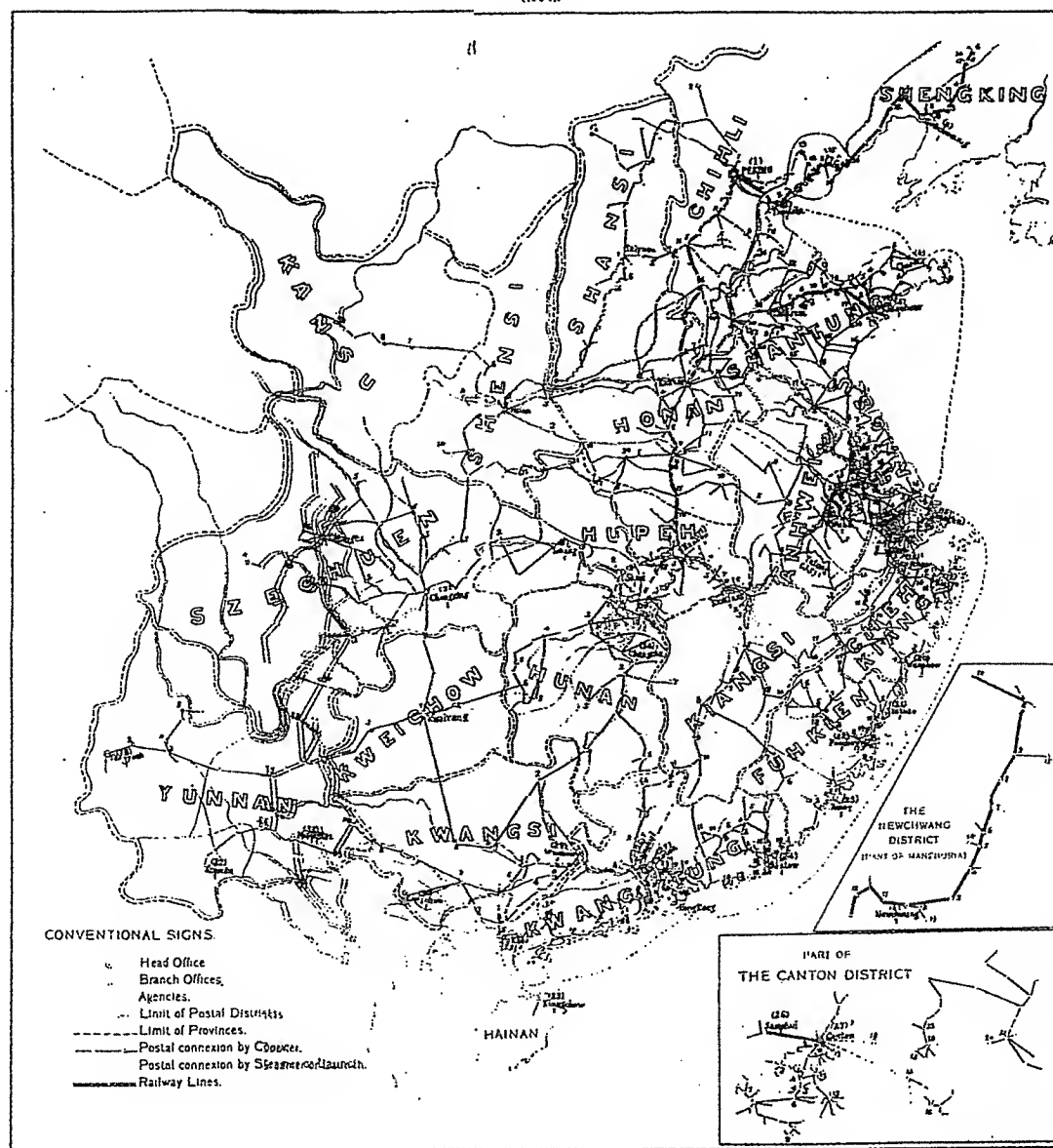
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SUMMARY OF IMPERIAL POST OFFICE ESTABLISHMENTS—Continued.

DISTRICTS OR SUB-DISTRICTS.	NAMES OF PROVINCES.	NUMBER OF		NUMBER OF			
		Prefectures and Independent Cities.	District Cities.	Head and Branch Offices.	Box Office Agencies.	Money Order Offices	
						A.*	B.†
Ningpo.....	Chehkiang.....	5	33	16	24	6	3
Hangchow.....	".....	4	29	14	28	5	1
Wenchow.....	".....	2	16	5	12	1	2
Santiao.....	Fuhkien.....	1	5	2	5	1	1
Foochow.....	".....	6	31	18	22	9	4
Amoy.....	".....	4	22	7	24	2	3
Swatow.....	Kwangtung.....	2	18	20	15	2	2
Wuphow.....	Kwangsi.....	12	56	10	20	2	3
Samshui.....	Kwangtung.....	6	19	6	16	1	...
Canton.....	".....	6	28	24	121	5	11
Kiungchow.....	".....	1	13	1	1	1	...
Pakhoi.....	".....	3	7	5	13	1	...
Lungchow.....	Kwangsi.....	1	4				
Mengtaz.....	".....	2	5	1	...	1	...
Mengtaz.....	Yunnan.....	10	49	8	11	2	...
Szema.....	".....	3	1	1	3	1	...
Tengyueh.....	".....	7	17	5	4	1	...
Changsha.....	Hunan.....	5	12	7	17	3	3
Tatung.....	Anhui.....	3	12	3	20	2	1
TOTAL.....		290	1,471	392	927	109	68

* Money Order Offices A are those between which steam communication exists; for these the limit of issue on one document is \$50.

† Money Order Offices B are those situated inland, between which postal communication is maintained by *couriers* or *boats*; for these the limit of issue on one document is \$10.

N.B.—Where a Money Order is applied for at a Money Order Office A for payment at a Money Order Office B, or vice versa, the limit of issue is \$10.

The fee is 2 per cent. of the sum paid out, and when a difference exists between the bank's rates at place of issue and place of payment, the make-up has to be paid in.

APPENDIX C.

POSTAL RESULTS BY DISTRICTS, FOR THE YEAR 1904.

PORTS.	MAIL MATTER.				PARCELS.		LETTERS IN CLUBBED MAIL.	MONEY ORDER TRANSACTIONS.	
	Received.	Despatched.	In Transit.	TOTAL.	Number.	Weight.		Issued.	Cashed.
NORTH CHINA.									
Peking.....	1,785,000	1,130,000	650,000	3,565,000	59,770	491,480 14	25,700	53,559.19	55,310.14
K'iaifeng.....	535,544	258,970	313,956	1,108,470	4,791	15,542 7	...	...	...
Newchwang.....	1,831,196	1,284,710	1,409,952	5,025,858	29,582	190,573 0	39,744	12,974.29	2,866.25
Tientsin.....	3,189,241	1,969,233	1,437,668	6,596,172	63,577	320,896 4	102,992	66,860.96	39,495.59
Chefoo.....	755,835	360,208	388,685	1,444,728	10,866	49,636 4½	85,678	12,297.19	8,210.03
Chinan.....	697,325	313,796	347,019	1,358,140	9,301	39,229 10	32	...	...
Kiaochow.....	386,000	178,000	258,000	822,000	18,300	100,232 8	...	10,189.75	2,089.74
CENTRAL CHINA.									
Chungking.....	565,799	231,254	269,752	1,066,855	15,392	63,282 4	...	15,046.01	4,078.50
Ichang.....	329,087	101,629	248,228	678,944	15,269	103,808 15	2,770	4,869.56	1,980.50
Shasi.....	200,199	113,562	75,853	389,614	3,219	18,536 9	4,959	8,911.71	2,576.11
Yochow.....	1,158,675	539,553	802,901	2,501,129	25,888	120,590 4½	69,257	36,848.89	23,573.76
Changsha.....	203,173	71,964	94,019	369,176	3,382	25,675 1	20,260	...	...
Hankow.....	2,164,600	1,353,000	1,484,300	5,001,900	42,500	256,180 6	593,739	37,840.75	37,195.55
Kiukiang.....	1,181,840	451,945	680,208	2,313,993	55,107	591,682 12	332,319	4,319.03	7,895.16
LOWER YAKUTZ AND NEIGHBOURING DISTRICTS.									
Wuhu.....	929,792	637,910	471,446	2,039,148	17,639	133,938 12	468,164	28,194.95	27,492.11
Tatung.....	337,14	40,766	30,935	105,435	1,488	5,622 4	22,335	2,636.36	2,448.36
Nanking.....	479,445	659,362	172,725	1,311,532	25,706	279,827 0	332,777	32,371.76	27,366.92
Chinking.....	1,200,000	800,000	600,000	2,600,000	25,715	118,191 1½	595,540	16,823.16	34,135.39
Shanghai.....	5,666,869	5,454,504	2,040,841	13,162,214	188,497	1,989,516 8½	2,040,841	27,320.31	106,914.45
Soochow.....	551,374	551,867	87,456	1,190,697	15,458	182,814 0	11,803.90	20,428	20,428
Ningpo.....	1,235,623	717,970	435,826	2,389,419	9,382	42,110 13½	441,831	2,272.29	15,257.01
Hangchow.....	1,224,882	643,179	584,811	2,452,872	14,973	109,824 4½	...	16,655.66	15,756.07
SOUTH CHINA.									
Wenchow.....	134,667	85,123	51,255	271,045	3,832	25,634 12½	48,484	3,149.42	4,543.43
Santun.....	54,512	22,727	25,850	103,089	447	1,431 6	...	2,093.36	113.70
Foochow.....	932,547	754,460	388,581	2,075,588	26,700	166,815 0	188,593	34,970.30	29,361.56
Amoy.....	273,024	178,819	90,494	542,337	8,366	52,888 4½	55,835	9,544.80	1,963.10
Swatow.....	376,029	235,941	144,244	756,214	10,624	93,870 6½	211,499	5,302.66	2,909.24
Wuchow.....	625,741	322,965	295,955	1,244,661	14,923	52,401 13	200,571	2,801.57	1,091.99
Samshui.....	174,410	78,651	97,221	350,282	543	2,022 5½	...	1,648.06	202.67
Canton.....	1,414,021	1,055,943	562,287	3,032,251	42,787	367,410 0	2,405,607	16,007.87	23,550.58
Kiungchow.....	38,987	26,126	552	65,665	631	3,378 8½	17,755	9,715.07	471.26
Pakhoi.....	134,964	62,621	55,145	252,730	1,659	5,841 1	3,943	4,181.63	304.97
Lungchow.....	5,694	4,186	1,404	11,284	39	185 4	...	7,448.26	169.99
Mengte.....	119,344	54,285	61,327	234,956	4,263	29,590 2	...	2,342.93	83.99
Szemao.....	6,894	5,857	...	12,751	224	985 3	...	669.74	13.15
Tengruoh.....	74,938	40,767	33,812	149,517	486	1,253 11	...	...	...
TOTAL.....	30,670,985	21,391,853	14,692,758	66,655,596	771,606	5,952,887 14	8,304,125	501,671.69	499,849.13

APPENDIX D.

CHINESE IMPERIAL POST.

NOTIFICATION No. 41.

TARIFF OF POSTAGE.

MAIL MATTER.	UNIT OF CHARGE.	1.—DOMESTIC PLACES. (a.)		2.—FOREIGN COUNTRIES.		
		I. Local.	II. Domestic.	III. Union.	IV. Japan.	V. Hongkong; also Macau & Tientsin.
A. CORRESPONDENCE.		<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Letters (d.).....	Every ½ oz. (15 grammes) or fraction thereof.	1	2	10 (b.)	3 (b.)	4 (b.)
Postcards—						
Single.....		1	1	4 (b.)	1½ (b.)	1 (b.)
Double.....		2	2	8 (b.)	3 (b.)	2 (b.)
Newspapers (e.) (g.).....	Every 2 oz. (60 grammes) sent singly or in bulk. [Limit of weight, 4 lb. (2 kilograms).]	½	1	2 (c.) per 2 oz. (50 grammes).	½ per 2½ oz. Per package wrapped together with two copies or more, for every 2½ oz., 1 cent.	2 (c.) per 2 oz. (50 grammes).
Books and Printed Matter and Commercial Papers (e.) (g.).....	Up to 3 oz. (90 grammes)..... 3 oz. to 8 oz. (240 grammes)..... 8 " " 16 " (480 ")..... 16 " " 32 " (960 ")..... 32 " " 64 " (1,920 ")..... [Limit of weight.]	1 2 4 8 16	2 5 10 15 30	2 (c.) per 2 oz. (50 grammes). Minimum charge, 10 cents per packet for Commercial Papers.	2 per 3½ oz. Minimum charge, 10 cents per packet for Commercial Papers.	2 (c.) per 2 oz. (50 grammes). Minimum charge, 10 cents per packet for Commercial Papers.
Samples (f.) (g.).....	Up to 3 oz. (90 grammes)..... 3 oz. to 8 oz. (240 grammes)..... 8 " " 12 " (360 ")..... [Limit of weight.]	1 2 4	2 5 10	2 (c.) per 2 oz. (50 grammes). Minimum charge, 4 cents per packet.	2 per 3½ oz. Minimum charge, 4 cents per packet.	2 (c.) per 2 oz. (50 grammes). Minimum charge, 4 cents per packet.
B. REGISTRATION (a.)						
Simple.....		5		10	7	10
With Return Receipt.....		10		20	10	20
C. PARCELS *† (a.) (h.).....	Up to 1 lb. (½ kilogramme)..... 1 lb. to 3 lb. (1½ kilogrammes)..... 3 " " 6 " (3 ")..... 6 " " 11 " (5 ")..... 11 " " 22 " (10 ")..... [Parcels over 6 lb. weight or 1 cubic foot not accepted for places only reached by overland couriers.]	10 15 20 30 50	15 20 30 40 80	Tariff II (Domestic) is additional to rates in Special Table of Union postage on Parcels, q.v.		
D. MONEY ORDERS.....	Per Dollar.....	2	2	Not issued.		

TARIFF OF POSTAGE—Continued.

1.—DOMESTIC PLACES...	{LOCAL: TARIFF I.—Mail matter within delivery radius. DOMESTIC: TARIFF II.—Mail matter between Imperial Post Offices in China.
2.—FOREIGN COUNTRIES	{UNION: TARIFF III (Union Rates).—Mail matter to or from countries in the Postal Union (also to and from Meng-tz, Szemao, and Lungchow districts if conveyed through Tonkin, and Tengyeh district if conveyed via India). JAPAN: TARIFF IV.—Mail matter to and from Japan. HONGKONG: TARIFF V.—Mail matter to or from Hongkong, Macao, Tientsin (German Kiaochow), and Port Edward (Weihaiwei).

These Tariffs frank international Letters and Postcards to and from any place in China where an Imperial Post Office exists; but Tariff II (Domestic) is additional for all international heavy mail articles—Newspapers, Books, Printed Matter, Commercial Papers, and Samples—carried by courier to or from inland establishments not reached by steam.

[In the case of international Parcels, where and howsoever carried, Tariff II (Domestic) is additional to the rates in Special Table of Union postage on Parcels.]

N.B.—Full prepayment of Domestic rates in Chinese stamps is compulsory; articles insufficiently prepaid, other than Letters, will be refused when presented for posting, and if dropped into the letter-box, are liable to detention. Articles arriving from abroad insufficiently franked will be forwarded to destination, but double the insufficiency in Union postage, and for heavy mail articles transmitted inland once the insufficiency in Domestic postage, will be collected from the addressee on delivery. The amount due will be assessed in every case by a Head Office of the I.P.O. and indicated in postage-due stamps affixed on the cover: refusal to acquit the postage due so indicated will be equivalent to refusing the article.

Any mail matter destined for inland places where no Imperial Post Office exists will be forwarded through Native agencies at the risk and expense of the addressee or sender.

NOTES.—(a.) Prepayment of full postage is compulsory.
(b.) When not registered, prepayment of postage is optional; but unprepaid mail matter is liable to a charge of double postage on delivery, and insufficiently prepaid matter of double the deficiency.
(c.) At least part postage must be prepaid.
(d.) Limit of weight, 4 lb. (1,920 grammes); limit of size, 2 feet × 1 foot × 1 foot (60 × 30 × 30 centimetres).
(e.) Limit of size, 18 inches × 18 inches × 18 inches (45 × 45 × 45 centimetres); in rolls, 30 inches (75 centimetres) in length × 4 inches (10 centimetres) in diameter.
(f.) Limit of size, 12 inches × 8 inches × 4 inches (30 × 20 × 10 centimetres); in rolls, 12 inches (30 centimetres) in length × 6 inches (15 centimetres) in diameter.
(g.) Liable to Letter tariff if sealed against inspection.
(h.) Limit of size, 2 feet × 2 feet × 2 feet (60 × 60 × 60 centimetres); limit of weight, 22 lb. (10 kilogrammes)—except for inland places, for which the limit is 6 lb. and 1 cubic foot.

PARCELS.—Parcels may be insured at Money Order Offices against a domestic insurance fee of 1 per cent. of the amount insured, with a minimum fee of 10 cents; the Union insurance fee is additional. A Return Receipt may be obtained on payment of an additional fee of 5 cents in the case of domestic Parcels and 10 cents in the case of international Parcels.

Parcels taxed with trade charges are accepted for transmission between Money Order Offices on payment of a 2 per cent. fee of the amount to be collected.

MONEY ORDERS.—Limit of one Order, \$50 between Money Order Offices connected by steam, and \$10 between certain Offices in inland districts. For exchange rates and list of places to which Orders are issuable, inquire from I.P.O.

CURRENCY (for the purchase of Stamps).—Full value dollars purchase 100 cents in stamps; inferior dollars and fractional coins only accepted at current discount. Copper cash accepted at average dollar exchange rates periodically fixed by Postmaster.

* Parcels to and from places in Shensi, Kansuh, Yunnan, Kweichow, and Szechwan are charged double rate. (Parcels between Ichang and Chungking marked "by Junk" are charged single rate.)

† An extra charge of 3 cents per lb. is collected on Parcels via Hongkong to domestic places.

Note.—The following articles cannot be sent in mail matter: Articles of a nature likely to soil or injure the correspondence: explosive, inflammable, or dangerous substances; articles of contraband or liable to Customs Duty: opium, gold, silver, jewellery, precious stones, etc. Durable articles of value may, however, be sent by the Parcel Post under special regulations.

By Order of the Inspector General,

T. PIRY,
Postal Secretary.

INSPECTORATE GENERAL OF POSTS,
PEKING, 1st September 1904.

APPENDIX E.

NOTE ON THE POSTAGE STAMPS OF CHINA.

In 1876 the Customs Postal Department was extended and allowed to accept correspondence from the general public for transmission between Treaty ports. Postage stamps being required for the purpose, a first issue was prepared, but only appeared in 1878, comprising a set of three values in the tael currency, viz., 1-candarin (green), 3-candarin (red), and 5-candarin (yellow).

In 1885 a second issue took place, the stamps being of smaller size and different colours but of about the same design and of the same values as in the previous issue, viz., 1-candarin (green), 3-candarin (mauve), and 5-candarin (bistre); these were water-marked with a device known as "shell."

A third issue occurred towards the end of 1894, known as the "Jubilee Issue," on the occasion of Her Majesty the Empress Dowager's sixtieth birthday. It consisted of a set of nine different values, viz., 1-candarin (geranium red), 2-candarin (olive-green), 3-candarin (yellow), 4-candarin (rose), 5-candarin (deep chrome-yellow), 6-candarin (carmine-brown), 9-candarin (grey-green), 12-candarin (orange), and 24-candarin (carmine). The first six values were of the ordinary size, but the last three of a larger and oblong form; they were water-marked with the "yin-yang" symbol, and were printed in Japan after new and varied designs prepared by the Department in Shanghai.

When, in 1896, the Imperial Post Office was formally recognised by Imperial Edict, the currency was changed from candarins (tael) to cents (dollar), and a new issue of 12 different values was ordered from Japan; but these were not ready before a year or two later. Owing to this delay, the 1894 issue had to be continued, but with surcharges marked in dollar-cent values, viz., $\frac{1}{2}$, 1, 2, 4, 5, 8, 10, and 30 cents; there were also revenue stamps surcharged for postage. This may be reckoned as the fourth issue, in use from January 1897.

The fifth issue was lithographed in Japan in 1898, and the designs, though similar, were not identical with, and the colours were, in many cases, of different shades from, the current (i.e., the sixth) issue.

The sixth issue was brought out in 1899, engraved on steel, printed by WATERLOW & SONS in London, with perforations differing somewhat from the previous set. The stamps are more elaborately wrought (having, e.g., a geometrical background) and are of 12 values, viz., $\frac{1}{2}$ -cent (seal-brown), 1-cent (orange-yellow), 2-cent (cardinal-red), 4-cent (red-brown), 5-cent (salmon), 10-cent (deep green), 20-cent (light red-brown), 30-cent (rose), 50-cent (light green), 1-dollar (red and pale rose), 2-dollar (yellow and red), and 5-dollar (green and pale rose). The 5-cent stamps issued during 1904 were inclined to orange-yellow, and some other issues approached the colour of the 2-cent stamp; and during 1905 will begin the issue of a new 5-cent stamp, mauve in colour.

A set of postage-due stamps was issued in 1904, all blue and of identical design; their values are, respectively, $\frac{1}{2}$, 1, 2, 4, 5, 10, 20, and 30 cents.

The following table gives the number of stamps of each value that have been used in the first five issues, now all obsolete and the blocks of which have all been destroyed:—

FIRST ISSUE, 1878.		SECOND ISSUE, 1885.*		THIRD ISSUE, 1894.	
Value.	Number of Stamps issued.	Value.	Number of Stamps issued.	Value.	Number of Stamps issued.†
1 candarin	206,486	1 candarin	508,667	1 candarin	100,077
3 "	558,768	3 "	850,711	2 "	78,404
5 "	239,610	5 "	348,161	3 "	188,494
				4 "	44,689
				5 "	32,779
				6 "	54,247
				9 "	58,523
				12 "	33,509
				24 "	34,035

FOURTH ISSUE, 1897 (SURCHARGED).					FIFTH ISSUE, 1898.‡	
Value.	Surcharged on	Total Number issued.	Returned and destroyed.	Net issue.	Value.	Number of Stamps issued.
$\frac{1}{2}$ cent	3-candarin	440,728	136,681	304,047	$\frac{1}{2}$ cent	481,200
1 "	1-candarin	387,734	177,402	410,332	1 "	433,200
1 "	Revenue, 3 cts.	200,000			2 "	1,248,000
2 "	2-candarin	790,075	280,000	859,675	4 "	912,000
2 "	Revenue, 3 cts.	349,600			5 "	360,000
4 "	1-candarin	344,505	157,238	237,267	10 "	360,000
4 "	Revenue, 3 cts.	50,000			20 "	168,000
5 "	5-candarin	321,575	163,833	157,742	30 "	168,000
8 "	6-candarin	196,848	125,828	71,020	50 "	360,000
10 "	6-candarin	20,000			1 dollar	51,600
10 "	9-candarin	132,813	64,431	151,308	2 "	12,930
10 "	12-candarin	62,926			5 "	7,200
30 "	24-candarin	50,366	24,040	26,326	Postal, 1 cent	1,001,000
1 dollar	Revenue, 3 cts.	20,485	13,236	7,249		
5 "	Revenue, 3 cts.	5,000	...	5,000		

* In addition were issued, in 1897, 35,000 of 1-cent surcharged on 1-candarin, 42,000 of 2-cent surcharged on 3-candarin, 56,840 of 5-cent surcharged on 5-candarin, of this issue.

† Net issue, deducting those returned and destroyed.

‡ The higher denominations were used chiefly for Remittance Certificates, and therefore did not enter into general circulation.

APPENDIX F.

NOTE ON THE GOVERNMENT COURIER SERVICE OF CHINA.

THE I Chan (驛站), or Government Service of Couriers for the transmission of official despatches, is mentioned in the records of the Chou dynasty, some 3,000 years ago, and has always existed since. As actually working, this Service is placed under the supervision of the Board of War at Peking, where a special department, the Ch'ê Chia Ssü (軍機司), with seven officials at its head, superintends all I Chan affairs, both metropolitan and provincial, and keeps and audits accounts. Two Yamens near the Tung Hua Mên, both under joint Manchu and Chinese Directors (Chien-tu), keep up at the capital their connexions with the provinces; one, known as the Ma Kuan (馬館), oversees the couriers and horses; the other, the Chieh Pao Ch'u (捷報處), attends to the mails on arrival and departure. 34 messengers are said to be perpetually on roster to maintain constant relations between these two Yamens and the head department in the Board of War. As detached from these central bureaux, 16 Directors, called Ti-tang (提塘), all superior military graduates, are appointed by the Board of War to reside in the provincial capitals and keep up from there direct communication with Peking: the Director at each place depends on the Provincial Judge. These 16 head bureaux are distributed among the provinces as follows: Chihli, Kiangnan, Shantung, Shansi, Honan, Shenkan, Cheh-kiang, Fukkien, Kiangsi, Hupeh, Hunan, Kwangtung, Kwangsi, Szechwan, Yunnan; one is special for the Yellow River and Grand Canal.

All covers for despatch through the I Chan (驛站) to the provinces have first to be inspected and stamped at the Ch'ê Chia Ssü; they are then sent to the Chieh Pao Ch'u and through the Ma Kuan, whose horses and men are requisitioned, thence forwarded to the first stage from Peking, i.e., Liang-lu-ang-hsien if for a westward direction, or Tungchow if eastwards; the Chou or Hsien there is responsible for the transmission to the next stage, and so on at each subsequent stage till the cover reaches its destination. Similarly, for provincial despatches to Peking, the Ti-tang attends to their despatch to the first stage from his end, and they proceed from stage to stage till they reach the Ch'ê Chia Ssü at Peking, whence they are sent to the Yamens concerned. Any despatch so sent must be enclosed in an official cover, *ma-fêng* (馬封), indicating on a slip attached to it, *p'ui tan* (排單), the I Chan cities through which it has to pass; this slip is annotated at each place with the date of the passage. According to the urgency of the message, the couriers, *fu-i* (夫役), travel from 200 to 600 li per day, and at each stage horses and men must, in principle, be kept in readiness.

In addition to the transmission of despatches, the I Chan also provides means of transport for officials on transfer, but in this case, by regulation, the travellers must hold an authority or *huo-p'ui* (火牌) to requisition horses and men at the official stages on the way.

The sums spent for the maintenance of this large Service are not centralized in Peking, but are deducted at each district town from the local taxes to be reported to the provincial Treasury, and thence yearly to the Throne. This loose system of payment is said to lead to many abuses.

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DECENNIAL REPORTS, 1892-1901,
Vol. II.

五十年各埠海關報告1882~1931(五)

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